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G. J. Pretyman

ANNALS

OF

COMMERCE,

MANUFACTURES, FISHERIES, AND NAVIGATION,

WITH

BRIEF NOTICES OF THE ARTS AND SCIENCES CONNECTED WITH THEM.

CONTAINING THE

COMMERCIAL TRANSACTIONS

OF THE

BRITISH EMPIRE AND OTHER COUNTRIES,

FROM THE EARLIEST ACCOUNTS TO THE MEETING OF THE UNION PARLIAMENT IN JANUARY 1801;

AND COMPREHENDING THE MOST VALUABLE PART OF THE LATE MR. ANDERSON'S HISTORY OF COMMERCE, VIZ. FROM THE YEAR 1492 TO THE END OF THE REIGN OF GEORGE II, KING OF GREAT BRITAIN, &c.

WITH A LARGE APPENDIX,

CONTAINING

CHRONOLOGICAL TABLES OF THE SOVEREIGNS OF EUROPE, TABLES OF THE ALTERATIONS OF MONEY IN ENGLAND AND SCOTLAND,

A CHRONOLOGICAL TABLE OF THE PRICES OF CORN, &c. and A COMMERCIAL AND MANUFACTURAL GAZETTEER OF THE UNITED KINGDOM OF GREAT BRITAIN AND IRELAND;

WITH A GENERAL CHRONOLOGICAL INDEX.

The Antient Part composed from the most authentic Original Historians and Public Records, printed and in Manuscript; and the modern Part from Materials of unquestionable Authenticity (mostly unpublished) extracted from the Records of Parliament, the Accounts of the Custom-house, the Mint, the Board of Trade, the Post-office, the East-India Company, the Bank of England, &c. &c.

By DAVID MACPHERSON.

IN FOUR VOLUMES.

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THE FOURTH VOLUME CONTAINS

(THE CONTINUATION OF PART III)

The Commercial Transactions of the British Empire and other Countries, from the Beginning of the Year 1783 to the Meeting of the Union Parliament in January 1801: composed from Materials of unquestionable Authenticity (mostly unpublished), extracted from the Records of Parliament, the Accounts of the Custom-house, the Mint, the Board of Trade, the Post-office, the East-India Company, the Bank of England, &c. &c.

ALSO, A LARGE APPENDIX, CONTAINING

I) The Chronology of the principal Sovereigns of Europe after the Year 800.

II) Tables shewing at one View, how many Pounds, Shillings, and Pennies, have been coined out of a Pound of Silver at different Times in England and Scotland, and also the Degree of Fineness of the Standard, and the Times at which the several Alterations have taken place.

III) A Chronological Table of the Prices of Corn, and several other necessary Articles, and also of Salaris, Wa ges, Marriage Portions, &c. in England and Scotland, by a Comparison of which with the Tables in No. II, the real Value of Money, through all the Stages of its Diminution and Depretiation, may be ascertained with tolerable Accuracy.

IV) A Commercial and Manufactural Gazetteer of the United Kingdoms of Great Britain and Ireland.

TOGETHER WITH

A copious general Chronological Index.

ANNALS

OF

COMMERCE.

A. D. 1783.

THE firſt event demanding our attention in the year 1783 was a moſt auſpicious and important one, the concluſion of the preliminary articles of peace, which was accompliſhed on the 20th day of January at Paris by Mr. Fitzherbert with the comte de Vergennes for France, and with the conde de Aranda for Spain. The Dutch, as they were the laſt in getting into the war, were now as backward in getting out of it: they demanded advantages which could not be granted, and even ſet up a claim of indemnification for the loſſes they had ſuſtained. In conſequence of ſuch inadmiſſible pretenſions, no preliminary treaty was concluded with them: but they were comprehended in the agreement for an immediate general ceſſation of hoſtilities: ſo that they were in fact at peace, though they ſeemed unwilling to acknowlege it.

It was ſtipulated in the preliminary treaty, that all prizes, which ſhould be taken in the Channel or the North ſea within twelve days, in the Mediterranean or in the Ocean as far as the Canary iſlands within one month, beyond the Canaries as far as the Equinoctial line in two months, and in all more remote parts of the world in five months, ſhould be freely reſtored.

Though the adjuſtment of the jarring and intricate intereſts of ſo many powers, as were engaged in this war, protracted the negotiations for the peace till the month of September, yet, as the ground-work of it was now concerted, and as all the parties henceforth acted in all reſpects as if the peace were definitively ſettled, I think it will ſcarcely be conſider-

ed as an anticipation to give at once a brief abridgement of the treaties in this place.

By the treaty with France

Article 4) Great Britain was maintained in the poſſeſſion of Newfoundland and the adjacent iſlands, agreeable to the thirteenth article of the treaty of Utrecht, except thoſe of St. Pierre and Miquelon, which were fully ceded to France.

5) In order to prevent the diſputes inevitable in a concurrent fiſhery, it was agreed, that the French ſhould enjoy the fiſhery on the coaſt of Newfoundland from Cape St. John in 50° north latitude to the north point of the iſland, and thence along the weſt ſide to Cape Raye, which is the ſouth-weſt corner of it.

6) The French were alſo to enjoy the fiſhery in the Gulf of St. Laurence, as agreed on in the fifth article of the treaty of Paris in 1763.

7) In the Weſt-Indies Great Britain reſtored to France the iſland of St. Lucia, and ceded the iſland of Tobago, ſtipulating that the proteſtant inhabitants of thoſe iſlands ſhould not be moleſted on account of their worſhip, and that all Britiſh ſubjects ſhould retain their poſſeſſions, upon the ſame titles and conditions by which they had acquired them, or have liberty, within eighteen months after the ratification of the definitive treaty, to ſell their eſtates (but only to French ſubjects) and remove from the iſlands, without any reſtraint upon their perſons or property, unleſs on account of debt or criminal proſecutions. For the greater ſecurity of the inhabitants of Tobago the king of France agreed to aboliſh the *droit d'aubaine* in that iſland *.

8) France reſtored to Great Britain the iſlands of Grenada, and the Grenadines, St. Vincent, Dominica, St. Chriſtophers, Nevis, and Mont-

* In the preliminary treaty there was no ſtipulation for the abolition of the *droit d'aubaine* in behalf of the Britiſh inhabitants: and the neglect of it produced no ſmall conſternation among ſuch of the proprietors of that iſland as were then in Britain, and the mortgagees, who had lent above half a million of money on the ſecurity of eſtates in it: for, by the laws of France, the effects of all perſons, not ſubjects, dying in any of the French dominions, were ſeized for the uſe of the king by virtue of the *droit d'aubaine*, without paying the ſmalleſt regard to the rights of alien heirs or creditors. Thoſe gentlemen being informed by the miniſter, that he could do nothing for them, next determined upon trying what could be done at the court of France, and requeſted of General Melville, lately the governor-general of the Ceded iſlands, of which Tobago was one, and Mr. Young (now Sir William Young) to undertake the ſolicitation of relief for them. It was a fortunate circumſtance for them, that General Melville had been governor of the French iſland of Guadaloupe and its dependencies when in our poſſeſſion, and that his impartiality and benevolence to the French inhabitants on that occaſion were ſo well known at the court of France as to have conſiderable influence in obtaining a very favourable anſwer to his application, whereby the *droit d'aubaine* was aboliſhed in Tobago, as it was alſo by the ſame edict (dated in June 1783) in St. Lucia and French Guyenne. The king moreover gave a declaration, that all obligations contracted under the Britiſh laws ſhould be held good, and that the courts of juſtice ſhould be inſtructed to act accordingly; terms much more favourable than thoſe granted to the French inhabitants of Grenada, &c. at the peace of 1763, and which, moreover, ſhow, that a liberal and benevolent conduct to a conquered enemy is much truer policy than rigorous treatment and cruel confiſcations. And thus it was that the abolition of the *droit d'aubaine* came to be inſerted in the definitive treaty.

ſerrat, with the ſame ſtipulations in favour of the French ſubjects ſettled in them, that were provided for the Britiſh ſubjects in S^t. Lucia and Tobago, by the preceding article.

9) On the coaſt of Africa Great Britain ceded to France the River Senegal, and its dependencies, with the forts of S^t. Louis, Podor, Galam, Arguin, and Portendic; and reſtored the iſland of Goree.

10, 11) And France guaranteed to Great Britain the poſſeſſion of Fort James and the River Gambia, together with the enjoyment of the gum trade on the coaſt, extending from the River S^t. John to the Bay of Portendic, but without forming any permanent ſettlement; and it was agreed, that commiſſaries, appointed on both ſides, ſhould fix the boundaries of the two nations.

12) Both nations were to have equal liberty of reſorting to the reſt of the coaſt of Africa, as formerly.

13) In the Eaſt-Indies Great Britain reſtored to France all the ſettlements taken in the courſe of the war in Bengal, Bahar, and Oriſſa, with the liberty of ſurrounding Chandernagore with a ditch for carrying off the waters, and engaged to ſecure to the ſubjects of France, whether in a company or as individuals, a ſafe, free, and independent, trade on the coaſts of Oriſſa, Coromandel, and Malabar, as it was carried on by the French Eaſt-India company.

14) Britain alſo reſtored to France Pondicherry and Karical, and engaged to ſecure the two diſtricts of Velanour and Bahour to Pondicherry as an additional diſtrict, and alſo to Karical the four Magans bordering upon it.

15) Mahe and the factory at Surat were alſo reſtored to the French, with liberty to conduct their trade on that ſide of India, agreeable to the principles eſtabliſhed in the thirteenth article.

16) It was agreed, that, if the allies in India of either power ſhould refuſe to accede to the pacification after receiving four months notice, they ſhould thenceforth have no further aſſiſtance on either ſide.

17) The article in the treaty of Utrecht relating to Dunkirk was entirely given up.

18) It was agreed, that commiſſaries ſhould be appointed on both ſides for ſettling new arrangements of commerce between the two nations on the baſis of reciprocity and mutual convenience, which ſhould be concluded within two years after the 1^ſt of January 1784.

There are ſix other articles, which relate to the time fixed for effecting the reſtitutions, the deciſion of diſputable prizes, &c.

To the treaty each of the ſovereigns ſubjoined a declaration, expreſſive of his ſincere deſire to prevent all miſunderſtandings reſpecting the Newfoundland fiſhery. The king of Great Britain engaged, that the French ſhould meet with no interruption in the exerciſe of the temporary fiſhery granted to them, or in cutting wood for repairing their ſcaf-

folds, huts, and fiſhing veſſels; that their ſcaffolds ſhould not be injured during their abſence in the winter; and that the fixed ſettlements made by Britiſh ſubjects ſhould be removed from that part of the coaſt allotted to the French, who ſhould not, however, be at liberty to paſs the winter upon the iſland. Both kings agreed, that the mid channel between Newfoundland and the iſlands of S^t^. Pierre and Miquelon ſhould be the boundary of the fiſhery of the two nations in that part; and that thoſe two iſlands ſhould be uſed only as a ſhelter for the French fiſhermen. And the king of France engaged, that neither thoſe iſlands nor the ditch of Chandernagore ſhould ever give any cauſe of umbrage to the court of Great Britain. Both kings finally expreſſed their deſire, that the commercial arrangements, to be adjuſted according to the new ſtate of affairs, ſhould be conducted in the ſpirit of conciliation, and be productive of reciprocal accommodation and advantage, and that all the commercial privileges, provided to the ſubjects of either by former treaties, ſhould be preſerved, and augmented if poſſible.

By the treaty with Spain

Articles 4, 5) Great Britain ceded to Spain the iſland of Minorca and the province of Weſt Florida and alſo Eaſt Florida, the Britiſh inhabitants being allowed eighteen months after the exchange of the ratification of the treaty to ſettle their affairs, and remove themſelves and their effects, free of any reſtraint, unleſs on account of debts or criminal proſecutions; and, if that time ſhould be found inſufficient, the king of Spain promiſed to grant them a reaſonable prolongation of it.

6) The right of cutting and ſhipping logwood, building houſes and magazines (but no fortifications) together with a free fiſhery in the adjacent ſea, was ſecured to the ſubjects of Great Britain on that part of the coaſt of the Bay of Honduras comprehended between the River Balize (or Wallis) on the ſouth ſide, and the Rio Nuevo and the Rio Hondo on the north ſide, the ſovereignty of the country ſtill remaining to Spain. All the Britiſh ſettlers on every other part of the Spaniſh main, or the iſlands dependent upon it, were ordered to repair to the diſtrict allotted for them within eighteen months after the exchange of the ratifications, for which purpoſe the Spaniſh governors ſhould be ordered to aſſiſt them with every poſſible convenience for their removal to the Bay of Honduras, or elſewhere.

7) Spain reſtored to Great Britain New Providence and the reſt of the Bahama iſlands, the Spaniſh ſubjects having the ſame indulgence with reſpect to ſettling their affairs, which was ſtipulated for the Britiſh ſubjects in Minorca and Florida.

The ninth article contains the ſame words, which are in the eighteenth article of the treaty with France; after which follow three other articles for fixing the terms of reſtitution, &c. and declarations were

alſo added on both ſides, expreſſive of the deſire of the ſovereigns to eſtabliſh commerce on the moſt favourable footing for both nations.

By the treaty with the United ſtates of America

Article 1) His Britannic Majeſty acknowleged the United ſtates, viz. New Hampſhire, Maſſachuſets bay, Rhode iſland and Providence plantations, Connecticut, New-York, New-Jerſey, Pennſylvania, Delaware, Maryland, Virginia, North Carolina, South Carolina, and Georgia, to be free, ſovereign, and independent, ſtates; and relinquiſhed all claims to the government, property, or territorial rights, of them.

2) The boundary was fixed to commence from the River S^t. Croix, and to proceed from the ſource of it *, by ſeveral poſitions, which will be much better underſtood by a glance upon the map of the United ſtates than by verbal deſcription, to the great lakes, through the middle of them, and weſt from them to the Lake of the Woods, whence the boundary joins the River Miſſiſſippi, and proceeds down the middle ſtream of it to 31° north latitude, whence it breaks off, in a line nearly eaſt, to the head of the River S^t. Marys, and proceeds down that river to the Atlantic ocean, which forms the eaſtern boundary, comprehending all iſlands within twenty leagues of the coaſt, except thoſe belonging to the province of Nova Scotia.

3) It was agreed, that the people of the United ſtates ſhould continue to enjoy unmoleſted the right to take fiſh of every kind on the Great bank, and on all the other banks, of Newfoundland, in the Gulf of S^t. Laurence, and all other parts of the ſea, where they uſed to fiſh formerly; and alſo that they ſhould have liberty to catch fiſh on thoſe parts of the coaſt of Newfoundland uſed by Britiſh fiſhermen (but not to dry or cure them on that iſland) and alſo on the coaſts of all other parts of the Britiſh dominions in America, with liberty to dry and cure fiſh in any of the unſettled bays, harbours, and creeks, of Nova Scotia, Magdalen iſlands, and Labrador, ſo long as the ſame remain unſettled, and no longer, except by permiſſion of the inhabitants †.

4) It was agreed, that the creditors on either ſide ſhould meet with no lawful impediment to the recovery of the full value in ſterling money of all bona-fide debts.

5) It was agreed, that the congreſs ſhould earneſtly recommend it to the legiſlatures of the different ſtates to reſtore all property taken from individuals for their attachment to the cauſe of Great Britain, they re-

* Which of the ſeveral branches of this river was to be taken for the boundary, became a doubtful queſtion, which required the appointment of commiſſaries on both ſides to decide it. The Nile of Egypt is not the only river, which has puzzled people to ſay, where is its head?

† 'France did not intend, the American ſtates 'ſhould have a ſhare of the Newfoundland fiſhery, 'which, it is ſaid, coming to the knowlege of the 'American commiſſioners, they immediately, and 'without the knowlege of the French miniſters, 'and contrary to orders from Congreſs, ſuddenly 'ſigned the proviſional articles with our negotiator, 'who (ignorant of the above circumſtance, al'though known to many at Paris) had *explained* 'that he was ready to ſign on any terms, and 'readily gave up the Newfoundland fiſhery.' [*Lord Sheffield's Obſervations on the commerce of America, p. 69, ſixth ed.*]

funding to the poſſeſſors of their eſtates the bona-fide price (where any may have been given) which they may have paid for ſuch lands.

6) It was declared, that no further confiſcations ſhould be made, or proſecutions commenced againſt any perſon for the part taken by him in the war, and that thoſe, who were in confinement on ſuch charges, ſhould be ſet at liberty.

7) The Britiſh forces were with all convenient ſpeed to evacuate every poſt, place, and harbour, within the territories of the United ſtates, without deſtroying or carrying off any property of the American inhabitants.

8) The navigation of the Miſſiſſippi, from its ſource to the Ocean, was declared to be free and open to the ſubjects of Great Britain and the citizens of the United ſtates *.

Thus was a period put to the ſlaughters and the deſolations of war: thus were the enemies of Great Britain gratified with the accompliſhment of their deſires, the diſmemberment of the Britiſh empire: and thus was Britain relieved from the burthen of the greateſt part of her American colonies.

The terms of the pacification were, as uſual, cenſured in parliament by thoſe, who were not admitted to have any hand in it, and defended by the miniſtry. The treatment of the loyaliſts of America, who were left to the generoſity, or mercy, of the ſeveral ſtates, and the abandonment of the Indians, hitherto accuſtomed to look up to Britain as the greateſt power upon earth, were loudly execrated. The boundaries of the United ſtates with the provinces of Quebec and Nova Scotia were ſaid to be ſo ſettled, that the forts and paſſes, neceſſary for ſecuring the fur trade, were unneceſſarily given away. The navigation of the Miſſiſſippi, reſerved to us by the treaty, was repreſented as uſeleſs and abortive †. The ceſſion of Florida, the reſtitution of S^{t}. Lucia, and, in ſhort, every ſingle article in favour of the other powers in any quarter of the globe, were ſeverely reprehended; as if we had had it in our own power to recover all our loſſes in the war, and alſo to retain all our conqueſts. Dunkirk, that old bone of contention, was now repreſented as a port of the greateſt conſequence, capable of containing twenty or thirty ſhips of a formidable ſize, of deſtroying our commerce, of controlling England in the Channel, and of attacking her in the very mouth of the Thames.

In defence of the peace the miniſters obſerved, that the loyaliſts might be rendered eaſy and comfortable without any waſte of blood, and at a trifling expenſe, if they ſhould not be received into the boſom

* The definitive treaties were ſigned at Paris on the 3^{d} of September.

† It muſt certainly be acknowleged, that, as neither Great Britain nor the United ſtates poſſeſs the mouth of the river, the paſſage of any veſſel, belonging to either of them, to or from the ſea muſt depend on the pleaſure of the power, in whoſe dominions the entry of it lies.

of their own country. It was proper to avoid all harſh diſcuſſions with America, and to lay the foundations of an affection and unity, which would terminate in a grand commercial intercourſe, and in a communication of mutual greatneſs and felicity, which might endure for ages to come. The retention of the forts in the back country would be attended with an enormous expenſe to no purpoſe, and would infallibly lay the foundation of new quarrels with America. It was alleged, that the whole province of Quebec was no object for the continuation of any war, much leſs ſuch a one as we had been engaged in: the value of the goods imported from it was only about £50,000 a-year, while the government of it in ſix years had coſt almoſt ſix millions. But the trade of the province was not given away: it was only divided in a manner advantageous to Britain. Rivalſhip would advance the ſpirit of commerce, which monopoly never can do *: and it muſt be remembered, that the fur of the beaver is vaſtly more valuable in the northern, than in the ſouthern, parts of the country. It was alleged, that the excluſion of the Americans from the Newfoundland fiſhery muſt be an endleſs ſource of animoſity and contention, and was in fact impoſſible to be accompliſhed. There are two ſeaſons for the Newfoundland fiſhery. The firſt in February, which is leſs important, muſt be abandoned to the Americans; for no ſhips from Europe can be there ſo early †. And as to the ſecond, and more important, fiſhery in May and June, it could not be refuſed to the Americans, who had formerly enjoyed it, without indicating the moſt rooted hoſtility to them; and for a liberty of ſo little importance to Great Britain, it would be moſt abſurd to ſacrifice all our hopes of the benefits to be derived from the friendſhip of America ‡. As to the independence of America, which ſome had denied the power of parliament to alienate, it was obſerved, that nothing was given to the Americans by the treaty, but what they had already enjoyed for ſeveral years.

The ceſſion of Weſt Florida, already in the poſſeſſion of Spain, and the reſignation of Eaſt Florida, were juſtified by the neceſſity of affairs, and the apprehenſion of conteſts with America upon their account, if we retained them: and it was aſſerted, that they were fully compenſated by the reſtoration of the Bahama iſlands.

* But the monopoly of one nation againſt another, if ſuch may be called a monopoly, is very different from the monopoly of individuals or excluſive companies againſt a whole nation, of which they conſtitute but a minute part.

† But, granting that ſhips from Europe cannot be there in time, are not the people of Nova Scotia ſtill nearer than thoſe of the United ſtates?

‡ Does not the ſame argument hold good for granting them every other privilege which they formerly enjoyed as Britiſh ſubjects? It is curious to obſerve, how very oppoſitely the value of our foreign poſſeſſions and fiſheries has been eſtimated according to the circumſtances of the times. The great earl of Chatham had a very different opinion of the Newfoundland fiſhery, when he aſſerted, that the excluſive right to it was an object worthy of being conteſted by the extremities of war.—And the now-ſlighted province of Quebec was trumpeted forth as of the greateſt value and importance in the preceding war.

It was affirmed, that the portion of the coaſt of Newfoundland, taken from the French by the treaty, was more valuable than the additional portion reſigned to them on the weſt ſide; and that the fiſh are larger, more plentiful, and alſo more eaſily cured, on the coaſt marked out as the excluſive property of the Britiſh fiſhermen, than on the weſtern coaſt, where the fogs are more prevalent. In the Weſt-Indies the loſs of Tobago was palliated by the conſideration, that it was unhealthy; and the reſtoration of St. Lucia was well recompenſed by the recovery of ſix ſugar iſlands taken from us. Senegal and Goree were repreſented as exceedingly unhealthy, and as objects of little importance in reſpect of commerce *; and, as they previouſly belonged to the French, they had the beſt title to them. But the River Gambia being navigable for ſeveral hundred miles, and near the Gold coaſt, might lead to proſpects of benefit: and the trade of all the reſt of Africa was ſtill open to Britain. The ceſſions to France in the Eaſt-Indies were vindicated by the ſituation of the Britiſh affairs in that part of the world, and ſtill more by the diſtreſſed ſtate of the Eaſt-India company's finances both at home and abroad, which peace alone could reſtore to any degree of proſperity. The mortifying conditions with reſpect to Dunkirk, impoſed upon France by former treaties, were truely argued to be of no uſe, but to exaſperate a neighbour againſt us: and it was deſcribed as a port of no conſequence, incapable of receiving large ſhips, but extremely well adapted for carrying on the Engliſh and Iriſh trade to the Low countries, a branch of commerce of acknowleged great importance.

Such were the principal heads of the parliamentary cenſures and defences of the pacification.

At this time many people apprehended, that it would be impoſſible for Great Britain ever to recover from the diſtreſs brought upon her by the enormous accumulation of debt created by the war, and by the total privation of the American trade, which, it was ſuppoſed, would go entirely among the other nations of Europe, eſpecially thoſe who had been allied with America in the war †. Some went even ſo far as to forebode, that our commerce muſt ſoon be at an end, and conſequently our maritime power be annihilated. But, from conjectures and melancholy apprehenſions, let us turn our eyes to facts, the review of the paſt being the only rule given to man for judging of the future. 'In the 'courſe of former hoſtilities,' ſays Mr. Chalmers, in his judicious *Eſtimate of the comparative ſtrength of Great Britain*, [*p.* 162, *ed.* 1794] 'we 'have ſeen our navigation and commerce preſſed down to a certain 'point, whence both gradually roſe, even before the return of peace 'removed the incumbent preſſure. All this an accurate eye may per-

* For a very different account of Senegal in the year 1763, ſee *V.* iii, *p.* 375.

† We have already ſeen, that, even during the heat of the war, American conſumption was ſupplied by Britiſh manufactures.

'ceive amid the commercial diſtreſſes of the laſt war. There was an 'evident tendency in our traffic to riſe in 1779, till the Spaniſh war 'impoſed an additional burden. There was a ſimilar tendency in 1780, 'till the Dutch war added in 1781 no inconſiderable weight. And the 'year 1781, accordingly, marks the loweſt degree of depreſſion, both 'of our navigation and our commerce, during the war of our colonies. 'But, with the ſame vigorous ſpirit, they both equally roſe in 1782, as 'they had riſen in former wars, to a ſuperiority over our navigation 'and commerce during the year, wherein hoſtilities with France be-'gan *.'

It is perhaps not ſaying too much to aſſert, that, of all the European powers concerned in the war, Great Britain ſuffered the leaſt in the event of it, eſpecially in a commercial view. France, the chief of the confederacy, and the actuating ſoul of the whole, was obliged to ſacrifice, or at leaſt ſuſpend, her maritime commerce in order to man her navy, which, after all, never effected any thing very conſiderable, and, in a few months after ſigning the preliminary articles, to withhold payment of the bills drawn by her commiſſaries in America. The commerce of the United ſtates, an object, which inſpired the French merchants with the moſt ſanguine hopes, was found immediately upon the trial to be deluſive and ruinous to the adventurers †. And though, even after the concluſion of the war, there remained ſome veſtige of French trade in America, it was very languid, and was ſoon totally extinguiſhed ‡.

Spain, being ſcarcely to be regarded as a mercantile nation, need not be conſidered at all in a commercial view. What the effects may be of bringing the independent ſtates of America to be the bordering neighbours of their own coloniſts, and of thereby ſetting the example of colonial independence cloſe before their eyes, it is for the politicians of the moſt jealous mother-country in the world to conſider.

The Dutch, by involving themſelves in the war, threw up thoſe advantages, which they might fairly have enjoyed as carriers of tolerated merchandize, and as factors, between the nations at war. Neither does it appear, that the commercial houſes, they have eſtabliſhed in various parts of America, have been very ſucceſsful.

* Theſe obſervations may be illuſtrated by the compariſon of the annual tables of the imports and exports, ſhipping, &c. remembering that in ſuch caſes the effects are not inſtantaneous, and therefor frequently appear more conſpicuous in the accounts of the next following years, than of thoſe which produced them.

† See the account of the French trade to America by Raynal, a French writer. [*Hiſt. philoſ. et politique*, *V.* ix, *p.* 211, or above, *V.* iii, *p.* 591.] I ſay nothing of the French revolution, the origin of which ſome people aſcribe to the interference of France in the American war.

‡ The French traders, having neither the previous knowlege, nor the opportunities, requiſite for aſſorting their cargoes, carried many articles which were unſuitable, the loſs of which ſwallowed up any profits they made upon the proper articles of their trade.

The American ſtates, along with their independence, gained the freedom of trade with all nations, from which, as dependent colonies, they had been in a great meaſure debarred. It was, however, queſtioned by ſome eminent political writers, immediately after the peace, whether they would find the benefits ariſing from their univerſal trade ſufficient to counterbalance the loſs of thoſe advantages and immunities, which they abandoned, when by their independence they became foreigners in the ports of Great Britain, and were entirely excluded from thoſe of the Britiſh colonies. But the territories of the United ſtates are of ſuch extent, and alſo ſo compact, and entirely free from the encumbrance of diſtant poſſeſſions; they are increaſing ſo rapidly in population, productions, and reſources, and are moreover favoured by Nature with ſuch facilities for inland and foreign commercial navigation, that they will probably ſoon ſurmount every difficulty. At this time America exhibited to the admiring world the important and intereſting ſpectacle of the firſt independent community of civilized people in the weſtern hemiſphere; of a confederacy of commonwealths riſing into power and conſequence, which in the nineteenth century may probably eclipſe many of the old eſtabliſhed kingdoms and empires of the antient world.

The conſequences, reſulting to Great Britain from the independence of the American ſtates, may with great truth be called *advantages*, however differently the exulting enemies, or the deſponding friends, of this country may have prognoſticated. A great and obvious advantage was the relief from the expenſe of governing and protecting them, and from the wars entered into on their account, the two laſt of which, beſides the loſs of lives, loaded this nation with above a hundred millions of additional debt, to ſay nothing of the ſtill greater debt ſuperadded by the late conteſt. Among the leſſer advantages may be reckoned the relief from the payment of bounties, which had been very liberally granted for the encouragement of many articles of American cultivation, that can now be imported without taxing the people of this country for the benefit of the American planters. And a very important advantage was the recovery of the valuable trade of ſhip-building *, which had in a great meaſure been, very impolitically, ſacrificed to the zeal for promoting the proſperity of the colonies, inſomuch that, notwithſtanding the very great inferiority of the greateſt part of the Ame-

* During the war the ſhip-yards in every port of Britain were full of employment; and conſequently new ſhip-yards were ſet up in places, where ſhips had never been built before. In the remote creeks of Wales veſſels were built at from £6 : 10 : 0 to £7 : 10 : 0 per tun, which is from 10s to 30s lower than the price of building in the Thames; whereby the excellent timber of that country was brought into uſe, the people were employed, and a valuable ſet of young men were encouraged to apply to a trade, on which Great Britain depends for opulence and power.

The ſame may be obſerved of many places of Scotland, where valuable foreſts of oak and fir had for a long ſucceſſion of ages flouriſhed and periſhed, neglected and unknown, which, by being converted into the hulls and ſpars of veſſels, now became profitable to their proprietors and the public.

rican oak, a large proportion of the veſſels belonging to the different ports of Great Britain were built in America *.

It is true, that Britain no longer poſſeſſed the *excluſive* trade with America, as it was ſecured by law. But the advantages of that trade, which were undoubtedly very conſiderable, had, through ignorance or prejudice, been moſt enormouſly exaggerated, when the rage for colonization was in its full force. It was then the creed of our political ſpeculators, that every man exported to America was as valuable to this country as *two* men remaining at home. About ſixty years ago ſome of them, ſtill more ſanguine and viſionary, inſiſted, that the labour of one man in the plantations was worth as much to this country as that of *four* men at home: and, having eſtimated the population of the province of Virginia at 500,000 ſouls, of which 120,000 were ſaid to be whites, they took it for granted, that every white man, woman, and child, in Virginia produced by the conſumption of Britiſh produce and manufactures £12, or at a low valuation at leaſt £10, a-year to this nation †; whence it followed, that the white people of that one colony were worth an annuity of at leaſt £1,200,000 to Great Britain, beſides about £150,000 for tools, &c. expended by the negroes. And, what crowned the whole, it was ſaid to be impoſſible, that the trade of Ame-

* How far the Britiſh-built veſſels had already ſuperſeded the American, will appear from the following

Comparative view of the ſhipping, employed in the foreign trade *of Britain at the commencement, and at the end, of the late war, as they appear in the Regiſters of the underwriters at Lloyd's coffee-houſe, diſtinguiſhing the Britiſh from the American-built.*

	Veſſels,		*meaſuring in tunnage.*	
By the Regiſter of 1775, comprehending the ſhipping of the three preceding years, and of part of 1775, there were				
Britiſh-built - - - - - -	3,908		605,545	
American-built - - - - -	2,311		373,618	
		6,219		979,263
By the Regiſter of 1783, comprehending the ſhipping of that and the two preceding years, there were				
Britiſh-built - - - - -	3,848		708,346	
American-built - - - -	1,334		225,439	
		5,182		933,785

Thus there appear to have been - - - 1,037 veſſels, meaſuring 45,478 tuns, leſs, employed in the foreign trade of Britain at the concluſion of the war, than there were before the commencement of it. None of that deficiency was in the Britiſh ſhipping, which, though *nominally decreaſed* by 60 veſſels, was in *reality increaſed* by 102,801 tuns; the tunnage, and not the number of veſſels, being the real comparative meaſure of ſhipping: whereas the American ſhipping had fallen off 977 in number and 148,179 in tunnage. To compenſate the deficiency of 45,478 tuns, it may be obſerved, that there were at this time about 1,000 veſſels of private property employed by government as tranſports and in other branches of the public ſervice; which, if we average them at only 100 tuns (and ſome of them meaſured above 500), would more than doubly make up the deficiency, when their diſcharge from the public ſervice returned them to their proper employment in the ſervice of commerce.

For this Comparative view and the other remarks I am indebted to the diligent reſearch of Mr. Chalmers. [*See his Opinions on American independence, p.* 104.]

† Is the annual labour of four men in Britain worth only £10 or £12?

rica, which, it was (perhaps ignorantly) aſſerted, *took off at leaſt one half of our manufactures* *, ſhould ever fail us, or that it ſhould not continue to become more and more advantageous. An eaſy anſwer to theſe flouriſhes of rhetoric is furniſhed by the cuſtom-houſe books, and by more authentic enumerations of the people of Virginia. By the former we find, that the merchandize, exported to Virginia and Maryland together, never amounted to £300,000 in any year before 1749, and was under £200,000 ſo late as 1745 †; and about that time, it was very ſeldom that the exports to any other of the provinces equaled thoſe to Virginia and Maryland. Now, if we take the exports to Virginia only ſo high as £200,000, and divide that ſum by 120,000, the aſſumed number of white people, we ſhall find the conſumpt of each of them to be only £1:13:4, reckoning nothing for the negroes; and to that amount, and no further (ſuppoſing the calculation not over-rated) each of thoſe inhabitants of Virginia encouraged the productive induſtry of the inhabitants of Great Britain. The number of the people of Virginia in 1750 was reckoned to be 254,545 of all ages and colours; and even in the year 1782 they were eſtimated by the congreſs at only 400,000, though that number was apparently under the truth. So the importance aſcribed to Virginia on account of its population muſt be reduced to about one half, and on account of the conſumption of the individuals to one ſixth. Great Britain, to be ſure, enjoyed other advantages from the monopolized importation of the tobacco of Virginia, as alſo of the produce of the other colonies, eſpecially the ſouthern ones, in Britiſh veſſels, and moreover by the remittances proceeding from the circuitous trade of the northern ones. But all theſe, rating them at the higheſt poſſible eſtimate, could never make the average value to this country of the labour of an individual in America equal to the average value of the labour of *one* man at home ‡.

* The decennial averages, ſtruck by Lord Sheffield, ſhow, that the exports from England to all the provinces, which now compoſe the United ſtates, between the years 1740 and 1750 were only about £812,647 a-year. In thoſe years the trade of Scotland to America was not near ſo great as it became before the revolution. But the exports to all North America, when at the higheſt, ſuppoſe the goods had coſt nothing, and the amount had been all clear profit, were never equal to *two per cent* upon the capital of the debt incurred by the wars of 1739 and 1755, which were undertaken on account of America.

† The goods exported to thoſe provinces were moſtly of kinds not likely to be under-entered at the cuſtom-houſe by the exporters.

‡ 'Had America been ſettled by any other nation, it is more than probable that Great Britain 'had been more populous and powerful; that her 'taxes had been much lighter, and her debt much 'leſs. Had the emigrants been retained at home, 'whoſe progeny now (1784) form a people of 'nearly two millions, in a climate no ways ſuperior, and in moſt parts inferior, to that of Britain 'and Ireland: had the lands at home, which ſtill 'continue waſte, been given them on condition of 'cultivation, and bounties been added to encourage 'new products of agriculture; had they been planted on the banks of our rivers and our bays with 'a view to fiſheries; they would have increaſed the 'people, and augmented the opulence, of Great 'Britain, in the ſame proportion as the coloniſts 'have for many years formed a balance to our population, and to our power. Nothing can be 'more impolitic, at leaſt in a commercial nation, 'than a fondneſs for foreign dominions, and a propenſity to encourage diſtant colonization, rather 'than to promote domeſtic induſtry and population at home. The internal trade of Great Britain is much greater than its external commerce.

It was ſaid, and pretty generally believed to be ſtrictly true, that Great Britain poſſeſſed the whole of the American trade before the revolt, with the exception of a few branches, wherein the Americans were favoured with a limited indulgence. But the prohibitions of laws enacted at the diſtance of four thouſand miles, with the vigilance (not very ſtrictly exerted) of a few revenue officers, were but poor ſecurities for the monopoly of a trade, ſpread over a coaſt, ſo very extenſive, and ſo peculiarly favourable to the operations of ſmuggling, if that may be called ſmuggling, in which there is little or no concealment. Nothing is more certain, than that monopolies are never enjoyed in their full extent; and that the advantages to the monopolizers are never equivalent to the diſadvantages impoſed upon thoſe, who are reſtrained by them from their free agency; among which diſadvantages the anxiety and diſcontent ariſing from a prohibition of following the calls of inclination or intereſt, according to the adventurer's own ideas of them, ought not to be omitted. It is well known, that before the war the Americans carried a conſiderable proportion of their trade to other nations, contrary to law, and often, it may be preſumed, merely for the pleaſure of infringing the reſtrictive laws. Now they are at liberty to deal with other nations, or with Britain; and for that reaſon alone ſome of them will chuſe to deal with Britain, while the more powerful motive of intereſt directs the great bulk of the trade into that channel, in which it can be moſt profitably conducted. In a word, experience has fully ſhown, that there was no real cauſe to apprehend any decay of the Britiſh commerce in conſequence of the new order of things in America *: and moreover, what muſt effectually ſilence all controverſy upon the ſubject, the official accounts of the cuſtom-houſe (which may at leaſt in a comparative view be deemed infallible evidence) demonſtrate, that there has been a greater and more rapid increaſe in the general commerce of Great Britain, and eſpecially of the commerce with America, ſince the æra of American independence than ever there was in any preceding period.

After the peace was concluded upon in Europe, the Turks iſlands in

'The beſt cuſtomers of the manufacturers of Britain are the people of Britain. Every emigrant conſequently, from being the beſt cuſtomer, becomes the worſt; and from being a ſoldier or ſailor, who may be brought forward on the day of danger, ceaſes to be of any ſervice to the ſtate in any ſhape. Let conſiderations of advantage and protection hereafter go hand in hand together. In moſt caſes the expenſe of protection and civil government is much greater than the prevention of competition is worth; a prevention which is very ſeldom complete. The ſuperior ſtate of Britiſh manufactures in general does not require other means of monopoly than what their ſuperiority and cheapneſs will give. If we have not purchaſed our experience ſufficiently dear, let us derive a leſſon of wiſdom from the misfortunes of other nations, who, like us, purſued the phantom of foreign conqueſt and diſtant colonization, and who, in the end, found themſelves leſs populous, opulent, and powerful.' [*Lord Sheffield's Obſervations on the commerce of America, p. 299, ſixth ed.*]

* The trade with America is conducted in a much ſafer and more regular manner now, than it was before the revolution.

the Weſt-Indies were ſeized, fortified, and garriſoned, by French forces detached from S^t. Domingo (February.)

March 14^th—The following acts of parliament were continued for limited times, viz.

The act for regulating the fees of cuſtom-houſe officers in America, continued till 1^st Auguſt 1786.

The act for allowing the exportation of wheat, &c. in limited quantities to the ſugar colonies, S^t. Helena, and the other ſettlements of the Eaſt-India company, and of biſcuit and peas to Newfoundland, Nova Scotia, &c. continued till 1^st May 1784.

The act for allowing the exportation of tobacco-pipe clay to the ſugar colonies in the Weſt-Indies, continued till 24^th June 1787.

The act for eſtabliſhing reduced duties on the importation of the ſeveral ſpecies of aſhes uſed in manufactures, continued till 31^st May 1786. [23 *Geo. III, c.* 6.]

Rice, paddy, Indian corn, and the meal of it, were permitted to be imported free of duty, till 30^th September 1783. [23 *Geo. III, c.* 9.]

The permiſſion to import Italian organzined ſilk was prolonged till 25^th March 1784. [23 *Geo. III, c.* 10.]

Some new regulations were enacted reſpecting the carriage of tobacco, in order to prevent ſmuggling. For the ſame reaſon currants were not allowed to be imported in packages of leſs than five hundredweight; nor wine to be imported in caſks ſmaller than hogſheads, the indulgence of admitting it, when for private uſe, having been found liable to be abuſed. The full duty was allowed to be drawn back upon all chocolate nuts exported. [23 *Geo. III, c.* 11.]

Neutral veſſels, cleared out from foreign ports in Europe for the iſlands of S^t. Chriſtophers, Nevis, Montſerrat, Dominica, S^t. Vincent, Grenada, and the Grenadines, before the 1^st of April 1783, were allowed to land their cargoes in thoſe iſlands; and alſo to import the produce of thoſe iſlands, and of Tobago and S^t. Lucia for a limited time upon payment of the Britiſh plantation duties. The goods imported from the iſlands, when poſſeſſed by the French, were alſo allowed to be taken out of the warehouſes on paying Britiſh plantation duties. [23 *Geo. III, c.* 14.]

March 21^st—The act [12 *Geo. III, c.* 72] for rendering the payment of creditors in Scotland more equal being in ſome reſpects inſufficient, ſeveral new regulations were made for putting all the creditors on an equal footing, and preventing unjuſt preferences and accumulation of expenſe, and for operating a more ſpeedy diſtribution of the eſtates of bankrupts. The ſection of that act relating to bills and promiſſory notes being found of great benefit in Scotland, that part of the act was made perpetual. [23 *Geo. III, c.* 18.]

The ſteady progreſſive increaſe of any branch of manufacture or commerce gives the beſt-founded hopes of its proſperity being permanent. The wellwiſhers to the buſy ſwarms of people, whoſe well-directed induſtry enlivens and enriches the weſt riding of York-ſhire, may enjoy the pleaſure of obſerving an increaſe, almoſt regularly progreſſive, in the following extract from the authentic annual accounts of the fruits of their perſevering diligence in the manufacture of woollen cloths. In the year 1725 the broad cloths, made in this diſtrict, were by act of parliament ſubjected to examination and regiſter: in 1738 the ſame regulation was extended to the narrow cloths: and after 1768 the number of yards was alſo regiſtered, the cloths being of unequal lengths. The account commences with the year ending 25th March 1727, being the firſt whole year of the regiſter, and proceeds at intervals of five years till the commencement of the preſent reign, whence it is continued annually.

Years ending March.	Pieces of cloth. broad.	narrow.	Years ending March.	Broad cloths, Pieces, containing yards.	Narrow cloths, Pieces, containing yards.
1727	28,990		1769	92,522 2,771,667	87,762 2,144,019
1735	31,744½		1770	93,075 2,717,105	85,376 2,255,625
1740	41,441	58,620	1771	92,782 2,966,224	89,920 2,235,625
1745	50,453	63,423	1772	112,370 3,223,913	95,539 2,377,517
1750	60,447$\frac{1}{2}$	78,115	1773	120,245 3,635,612	89,874½ 2,306,235
1755	57,125	76,295	1774	87,201 2,587,364	88,323 2,133,583
1760	49,362½	69,573	1775	95,878 2,841,213	96,794 2,441,007
1761	48,944	75,468	1776	99,733 2,975,389	99,586 2,488,140
1762	48,621	72,946	1777	107,750 3,153,891	95,786 2,601,583
1763	48,038¾	72,096	1778	132,506 3,795,990	101,629 2,746,712
1764	54,916	79,458	1779	110,942 3,427,150	93,143 2,659,659
1765	54,660	77,419	1780	94,625 2,802,671	87,309 2,571,324
1766	72,575½	78,893	1781	102,018 3,099,127	98,721 2,671,397
1767	102,428	78,819	1782	112,470 4,458,405	96,743 2,598,751
1768	90,036	74,480	1783	131,092 4,563,376	108,641 3,292,002

The quantity of the finer cloths, manufactured in the weſtern parts of England, is not ſo well aſcertained. But this view of the progreſs of one of the moſt conſiderable branches of the woollen manufacture, and the continuation of it, to be afterwards given, afford a very ſufficient anſwer to thoſe who ſay, that the manufacture is in a declining or ruinous condition. We ſee plainly, that it felt no interruption from the American non-importation agreement in 1765, and that the check occaſioned by the American war was but temporary.

The following eſtimate of the annual produce and condition of the principal manufactures of Great Britain was publiſhed about this time, which I give as I find it, not knowing upon what principles it is founded.

Woollen	- - -	£16,800,000
Leather	- - -	10,500,000 declining.
Flax	- - -	1,750,000 rather declining.

Hemp - - -	890,000	ſtationary.
Glaſs - - - -	630,000	rapidly increaſing.
Paper - - -	780,000	increaſing.
Porcelain - -	1,000,000	rapidly increaſing.
Silk - - - -	3,350,000	increaſing.
Cotton - - -	960,000	
Lead - - -	1,650,000	ſtationary.
Tin - - - -	1,000,000	declining.
Iron - - -	8,700,000	rapidly increaſing*.
Steel and plating, &c. -	3,400,000	
	51,410,000	
Smaller manufactures, -	5,250,000	
	56,660,000	

April 3d—The American ſtates being now acknowleged ſovereign and independent, the king of Sweden entered into a treaty with them, to be in force for fifteen years, wherein each agreed to conſider the ſubjects of the other as the moſt favoured nation in commercial matters. In caſe of either of the parties being engaged in war, a free navigation was ſtipulated for the party remaining neutral, with the uſual exception as to contraband goods; wherein, however, it may be obſerved, that all kinds of materials for the conſtruction and equipment of ſhips (except arms, powder, and ball) are reckoned among free goods. This treaty, conſiſting of twenty-ſeven articles, beſides five ſeparate ones, was ſigned at Paris by the Swediſh ambaſſador and Dr. Franklin on the 3d of April.

Ruſſia about the ſame time, alſo entered into a commercial treaty with the United ſtates.

April 18th—The reſtoration of the Bahama iſlands to the Britiſh dominion was anticipated by Colonel Devaux, an American loyaliſt, who, being uninformed of the peace, collected a ſmall handful of irregular volunteers, with whoſe help he obliged the Spaniards, though far ſuperior in numbers, and ſtrongly fortified, to ſurrender the iſlands to him.

April 17th—For the encouragement of the linen and cotton manufactures, the following bounties were enacted to be paid, free of any fee or deduction whatſoever, upon exportation to Africa, America, Spain, Portugal, Gibraltar, or the Eaſt Indies, viz. for Britiſh and Iriſh buckrams, tilletings, and linens, and Britiſh calicoes, cottons, and cotton

* The author of the eſtimate might ſurely have ſtated the woollen as increaſing, and the cotton as increaſing with aſtoniſhing rapidity. It was alſo ſaid about this time, that an eſtimate, ſtating the number of people employed in thoſe manufactures to be 5,250,000, was in the poſſeſſion of the duke of Portland. But his Grace has authorized me to ſay, that he never had any ſuch eſtimate.

mixed with linens printed, painted, ſtained, or dyed, in Great Britain, not leſs than 25 inches broad, if its value, independent of colour or figure, be under 5*d* per yard, one halfpenny; if 5*d* and under 6*d*, one penny; and if 6*d* and not exceeding 1*s*6, three halfpence; and to continue in force till 28th March 1784. [23 *Geo. III, c.* 21.]

To prevent every impediment to the immediate commencement of a commercial intercourſe with the United ſtates of America, the acts, which prohibited trade and intercourſe with them, were all repealed. [23 *Geo. III, c.* 26.]

The claim of the people of Ireland to be governed only by their own laws was admitted by parliament in its fulleſt extent; and it was enacted, that no appeals from the courts in Ireland ſhould henceforth be made to any court in this kingdom. [23 *Geo. III, c.* 28.]

May 6th—Twelve millions were raiſed for the public ſervice by a loan, to which a lottery for the further ſum of £480,000 was attached. For every £100 of the loan the ſubſcribers received £100 in the three-per-cent conſolidated fund, and £25 in the four-per-cent conſolidated fund, together with a terminable annuity of 13/4 for ſeventy-ſeven years to be computed from 5th January 1782; and moreover four lottery tickets at £10 each for every £1,000 ſubſcribed. [23 *Geo. III, c.* 35.]

The Eaſt-India company being in arrears to the public for duties, it became neceſſary to indemnify them for the default, and alſo to allow further time for the payments, and to authorize them to borrow £500,000 upon bonds, and to make a dividend at the rate of eight per cent per annum. [23 *Geo. III, c.* 36.]

May 12th—The new ſituation of the United ſtates of America in relation to Great Britain, in conſequence of the acknowlegement of their independence, rendered new arrangements neceſſary with reſpect to a commercial intercourſe with them. But the opinions upon that ſubject were ſo exceedingly oppoſite, that it was thought moſt expedient for the preſent only to remove, by a temporary act, the legal reſtraints, which prevented the intercourſe between the two countries. It was therefor enacted, that no manifeſt, certificate, or other document, ſhould be required for any veſſels belonging to the United ſtates on their arrival in, or clearing out from, the ports of Great Britain, for a limited time. And, in the meantime the king was inveſted with powers for regulating the commercial intercourſe with the United ſtates. [23 *Geo. III, c.* 39.]

May 14th—In conſequence of this act a proclamation was immediately iſſued for the admiſſion, till further order, of American, or Britiſh, ſhips, loaded with oil, or any unmanufactured commodities, the produce of the United ſtates, into the ports of Great Britain, on paying the ſame duties which are paid on the importation of the ſame articles from the Britiſh poſſeſſions in America, without the uſual certificates or documents here-

tofore required by law. The ſame drawbacks and bounties, allowed on goods exported to the Britiſh poſſeſſions in America, were alſo allowed on thoſe exported to the United ſtates: and all veſſels belonging to the ſtates, which had arrived in any port of Great Britain after the 20th of January, were intitled to the benefit of this order.

The rancour, which the war had kept up between the inhabitants of this country and thoſe of America, was now at an end. Sentiments of harmony and kindneſs, connections, interrupted indeed, but not quite broken off, by the war, and the ties of kindred and of former friendſhips, like ſprings long withheld from their natural direction, now reſumed their original force: and the poet-laureat prophecied, that Great Britain and America would become

'The Tyre and Carthage of a wider ſphere.'*

The truth was, that Britain, inſtead of being ruined for want of commerce with America, as had been predicted, (and indeed, contrary to a received maxim, that a trade, once turned out of its channel, cannot be recovered again) was in danger of ſuffering from the too great ardour of the merchants for forming new connections in that continent, many of which, as they found to their coſt, were with people, who could never have obtained credit for a ſhilling from thoſe among whom they reſided†. With reſpect to the political arrangements for the commercial intercourſe, many people in the zeal of their renewed friendſhip for America, went ſo far as to propoſe, that the Americans, though as completely detached from any political connection with this country as the people of Turkey or Japan, ſhould be admitted to the commercial privileges of Britiſh ſubjects ‡, and that the Navigation act, ſo long eſteemed the Palladium of the naval power of Britain, ſhould be infringed by a free admiſſion of their veſſels into the ports of our Weſt-India iſlands. The preſs teemed with pamphlets written in ſupport of theſe new maxims of commercial policy; and ſome of the governors of the iſlands in reality acted, as if they thought the peace had placed the Americans preciſely in the ſame condition they were in before the revolution, and freely admitted them into their ports. Many of the Weſt-India planters alſo were induced to think, that the proſperity of the iſlands depended

* In the Ode for the new year 1784.

† Many of thoſe adventurers immediately upon their arrival in America converted their goods into ready money *at any prices*, and then ſhipped themſelves off for the continent of Europe, or hid themſelves in the boundleſs back countries of America under the new-aſſumed character of land-jobbers. It appears from Mr. Coxe's *View of the United ſtates of America*, [*p.* 34] that in the year 1787 the remains of the exceſſive importations of the four preceding years were conſtantly offered for ſale at prices lower than their coſt in Europe, which was a great injury to the fair importers and manufacturers in America. It is certain, that conſiderable quantities of European goods were carried from America during thoſe years to the Weſt Indies, and ſold, even there, under the European prices.

‡ Strange as it may ſeem to any one who reflects upon it, yet it is certain, that many people on both ſides of the water and (thoſe above the level of the unthinking mob too) actually forgot, that the citizens of the United ſtates of America, by detaching themſelves from the juriſdiction of Great Britain, renounced all the privileges peculiar to the ſubjects of Great Britain.

upon allowing the independent citizens of the United ſtates a free participation of the commerce of the Weſt-Indies. In ſhort, even the government was like to be carried away with the ſtream, and on the point of confirming by law thoſe conceſſions with reſpect to the commerce of the Weſt-Indies, which were hitherto granted by the miſtake, or connivance, of ſome ſervants of the crown, when Lord Sheffield publiſhed his *Obſervations on the commerce of the American ſtates*, who was ſoon followed by Mr. Chalmers in his *Opinions on intereſting ſubjects of public law and commercial policy ariſing from American independence*. Both theſe authors inſiſted ſtrongly, that Britain and Ireland with the remaining continental colonies were fully ſufficient to ſupply the Britiſh Weſt-India iſlands with proviſions and lumber, as they had done during the war, even if all the ſtates of America ſhould unite in refuſing to ſell thoſe articles to our veſſels, which was, however, by no means to be apprehended; and that the manufacturers and merchants of Britain could have nothing to dread from the menaced refuſal of America to admit Britiſh goods, becauſe goods muſt ever find their market in proportion to their quality and price, independent of all reſolutions, and even laws.

It was aſſerted by the advocates on the other ſide, that the planters had been very ſcantily ſupplied with proviſions and lumber during the war; that a conſiderable part of their ſupply was derived from intercepted cargoes, which were deſtined for the foreign iſlands, a reſource which the peace put an end to, as it did alſo to the ſupplies from Florida, which was now yielded to Spain; and that they had been compelled by neceſſity to convert their land to proviſion grounds, and to draw off their ſlaves from their proper plantation employments to cultivate proviſions and cut lumber; that the proviſions and lumber procured either by importation, capture, or their own labour, were obtained at ſuch an enormous expenſe, that nothing, but the hopes of ſoon ſeeing a change for the better, could ſupport them under it; but that a long continuance of it muſt be abſolutely ruinous. Laſtly, they urged, as a proof of the bad conſequence to Great Britain of turning their induſtry out of its proper channel, that in the year 1777, before any of our iſlands were taken by the enemy, the quantity of ſugar imported into England was ſhort of that in the year 1774 (when part of the ſugars went to the American colonies) full 45,000 hogſheads, the value of which was nearly a million of money, the freight of which would have been £150,000, and the duties payable to the public above £100,000. It was aſſerted, that the rum, of which near eight millions of gallons were annually made in the Weſt-India iſlands, and which, being an acceptable payment to the Americans, uſed to be the principal reſource for the ſupply of plantation neceſſaries, muſt now become a dead ſtock in the hands of the planters, as the conſumption of Great Britain did

not much exceed half a million of gallons *. With reſpect to a ſupply of corn from Canada, it was obſerved, that though that country had had plentiful harveſts from the year 1772 to 1778, and particularly in 1774, yet theſe years of plenty were followed by ſuch a ſucceſſion of defective crops, that, from 1779 to 1782 incluſive, the exportation of corn and bread was prohibited, and the province even received ſome ſupplies from other quarters: hence it was evident, that there could never be any dependence upon Canada for a regular ſupply. As to Nova Scotia, it was not alleged, that it had ever been capable of raiſing corn for its own conſumption.

May 24th—Sir Roger Curtis, who was ſent as ambaſſador to Morocco, concluded a treaty with the ſovereign of that country, whereby

Article 1) The Engliſh have liberty to enter the ports of Morocco, and to buy and ſell, like other nations; and the merchants of Morocco are permitted to repair to the Engliſh ports.

3, 4, 5) The emperor of Morocco granted to the Engliſh two houſes at Tangier, and promiſed to build one for them at Marteen.

6) The Engliſh were allowed to load proviſions and refreſhments from all the ports of Morocco for one year from 1st April 1783 free of all duties; after which they were to pay ſtipulated duties on exporting oxen, ſheep, and fowls, and the old-eſtabliſhed duties on all other articles; except at the port of Mogadore, where they muſt pay the ſame duties as the merchants of other Chriſtian nations. They were allowed to carry mules from all the ports of the empire, with an allowance of barley for their ſupport, on paying a duty of ten cobs for each.

7) The proviſion veſſels from Gibraltar were to pay ſtipulated duties according to their burthen; and veſſels loading any other kinds of merchandize were to pay the ſame anchorage duties as the merchant veſſels of all other nations.

June—The government of France made a propoſal to the court of Great Britain, that they ſhould, in conjunction with the other powers of Europe, aboliſh all excluſive trade. The miniſtry declined giving any anſwer, till the return of a meſſenger they ſent to the empreſs of Ruſſia, in order to know her ſentiments upon the ſubject.

June 25th—A public bank was opened in Dublin with an original capital of £600,000, which was lodged in the king's treaſury at an intereſt of three per cent. By royal authority all taxes, duties, &c. were ordered to be paid into this bank.

* We muſt make a conſiderable allowance for exaggeration here. The average quantity of rum imported in ten years from 1773 to 1782 was - - - - 2,062,842 gallons,
of which there were exported - - - - - 617,939
We muſt therefor ſuppoſe that - - - - - 1,444,903 gallons
were annually conſumed in this country. The quantity of rum carried to all North America from the Britiſh Weſt-India iſlands on an average of three years preceding the war was 2,900,000 gallons. What then became of the remaining *three millions* of gallons? [See *Lord Sheffield's Obſervations on American commerce, pp. 192, 205, ſixth ed.*]

June 24th—The ſtamp-duties, impoſed upon inland bills of exchange and promiſſory notes by an act of the laſt ſeſſion, [*c.* 33] were enlarged, and extended to foreign bills of exchange; and receipts for ſums above forty ſhillings were alſo ſubjected to ſtamps. The notes and bills of the bank of England were exempted from the ſtamp-duties, the bank paying for that diſtinguiſhing indulgence an annual compoſition of £12,000. [23 *Geo. III*, *c.* 49.]

July 11th-16th—The importation of rice, &c, free of duty till 30th September 1783, having been permitted by an act [*c.* 9] of this ſeſſion, it was now enacted, for the encouragement of trade, that after that day a drawback of the full duties ſhould be allowed on the exportation of rice from this kingdom. [23 *Geo. III*, *c.* 56.]

Among a variety of additional ſtamp-duties, there were new duties laid upon bills of loading, debentures for drawbacks, transfers of the ſtock of companies or corporations, contracts of bargains, &c. [23 *Geo. III*, *c.* 58.]

Senegal being ceded to France by the treaty of peace, the River Gambia with Fort James, and all other ſettlements, forts, or factories, on the coaſt of Africa between the port of Salee and Cape Rouge, except thoſe ceded to France, were veſted in the company of merchants trading to Africa for the protection and encouragement of the African trade; the trade being free and open to all Britiſh ſubjects, together with the uſe of the forts, warehouſes, &c, agreeable to the former regulations. The ſervants of the company ſettled upon the coaſt were prohibited from exporting negroes upon their own account, and were required to tranſmit annually an account upon oath of the diſpoſal of the goods and ſtores committed to their charge, on pain of diſmiſſion from the ſervice. And the committee were enjoined to lay an annual account of the application of the money granted to them before the parliament. [23 *Geo. III*, *c.* 65.]

The high duties upon the importation of muſlins, calicoes, and nankeens, operating as a premium for ſmuggling them, it was found expedient to lower the duties by ſubſtituting inſtead of the former rates a duty of eighteen per cent on the ſales of thoſe goods by the India company; of which ten per cent ſhould be allowed as drawback upon exportation. [23 *Geo. III*, *c.* 74.]

Many precautions were enacted againſt frauds practiſed in removing foreign ſpirits and teas, in the proceſs of diſtillation, in the carriage of wines, and by relanding ſugars ſhipped for exportation upon the drawback *. [23 *Geo. III*, *cc.* 70, 76.]

* In the act, c. 70 there are, one penalty of £500, three of £200, eight of £100, one of £60, one of £30, one of £20, and one of one ſhilling, beſides ſeveral forfeitures of goods, veſſels, boats, horſes, &c. and puniſhments of death, tranſportation, &c. The penalty of one ſhilling to be levied on the revenue officers, when proved to have made an improper ſeizure.

The manufactures of flax and cotton, which give employment to great numbers of people, being much obſtructed by the high duties on ſoap, ſtarch, and other neceſſary articles, a drawback of three farthings on every pound of hard or ſoft ſoap, and of three halfpence on every pound of ſtarch, employed in finiſhing and preparing for ſale any goods made of flax or cotton, excepting linens (for the bleaching of which drawbacks were already allowed) was allowed by parliament. And the whole duty of cuſtom payable on the importation of brimſtone and ſaltpetre was allowed to be repaid to the makers of oil of vitriol. [23 *Geo. III, c.* 77.]

The inland duties upon coffee and cocoa (rather cacao, or chocolate) nuts were reduced from one ſhilling and ſix pence a pound to ſix pence with an addition of five per cent *. [23 *Geo. III, c.* 79.]

There being now no further expectations of obtaining any relief from the governments of the United ſtates of America for thoſe perſons, who had become obnoxious to them on account of their attachment to Great Britain, commiſſioners were appointed to inquire into the loſſes they had ſuffered in their rights, properties, and profeſſions, in order to aſcertain the amount of the indemnification, which, it was propoſed, to allow them from the public purſe. [23 *Geo. III, c.* 80.]

The exportation of corn was prohibited till after the enſuing harveſt. [23 *Geo. III, c.* 81.]

At this time the Eaſt-India company were very much ſtraitened for money, chiefly by reaſon of the great weight of the bills drawn upon them by their ſervants in India. It was therefor again found expedient to grant them a further indulgence with reſpect to duties, &c. payable to the public; and alſo to empower the commiſſioners of the treaſury to lend exchequer bills to the company to the amount of £300,000, bearing intereſt at four and three quarters per cent. The company were at the ſame time empowered to make a dividend to the proprietors at the rate of eight per cent per annum. A regulation was alſo made reſpecting the debentures given to the exporters of Eaſt-India goods for drawbacks of duties, which were uſually given in payments to the company inſtead of money, that they ſhould henceforth be re-

* Before the war the planters were enabled by the export to America to carry on the cultivation of thoſe articles, which a continuation of the heavy duties muſt have forced them to throw up.

Mr. Edwards rates the duties and exciſe on coffee previous to this act at 480 per cent on the marketable value, and the annual amount of them at £2,869. In the year 1784, the very firſt of the operation of the act, the duties roſe to £7,200; 'an important proof, among others, how frequently heavy taxation defeats its own purpoſe!' yet with the reduced duty the import of coffee in Great Britain on an average of five years, 1783-1787, was under ſix millions of pounds. In the French colony of St. Domingo the quantity of coffee exported has increaſed, from five millions of pounds in the year 1770, to above ſeventy-ſix millions of pounds in the year 1789. The prodigious difference may in a great meaſure be accounted for from the now-univerſal uſe of tea in Britain, which is ſcarcely uſed at all in France.

About a century ago the chocolate nut was a principal article of export from Jamaica. Now, it is believed, there is not one plantation of it in that iſland. [*Edwards's Hiſt. of the Weſt-Indies, V.* ii, *pp.* 286, 295, 299, 306.]

ceived by the officers of the revenue in payment of any branch of duties owing by the company, and not, as heretofore, be reſtricted to the payment of duties on the particular ſpecies of goods, for which the drawback had been allowed; a rule, which had hitherto compelled the company to keep large ſums lying dead in thoſe debentures. [23 *Geo. III, c.* 83.]

While this act was under the conſideration of parliament, many ſevere reflections were thrown out upon the conduct of the company and their ſervants in India by ſome of the members; and it was alſo alleged, that it would be very improper to allow them to pay ſo large a dividend as eight per cent, while they acknowleged themſelves to be in ſuch a condition as to need the indulgences now required from the public. But the company, and alſo their ſervants in India, were ably defended by other members, who aſſerted, that their embarraſſments were merely temporary; that their funds were abundantly ample; that their dividends had been on an average only £8 : 4 : 0 in time of peace, and £7 : 15 : 0 in time of war; that their loſſes by the war had been very great; and that the public had drawn much greater emoluments than the company from their commerce, and were therefor more deeply intereſted in their ſucceſs than the proprietors of Eaſt-India ſtock. In ſupport of theſe aſſertions, and for ſhowing the amount of net profits realized from the territorial revenues, many accounts were laid before the houſe, from ſome of which the following are extracted.

An Account of the balances in favour of the Eaſt-India company in England reſulting from the whole of their trade and territorial revenues in India from the 1st *day of March* 1774 *to the* 1st *day of March* 1781, *diſtinguiſhing each year, and an abſtract of ſuch balances with the diſpoſition of the ſame.*

From 1st March 1774 to 1st March 1775

Received						By				
for the company's goods ſold	£	3,395,929	17	1		By customs	£	822,415	4	0
for cuſtoms on private trade		43,003	11	11		By freight and demurrage		447,280	12	8
for charges and profit on ditto		24,877	19	11		By goods and ſtores exported		446,352	13	5
for ſaltpetre ſold to the board of ordinance		9,000	0	0		By bills of exchange on England and bullion exported		1,022,223	7	3
for one year's intereſt of £4,200,000 received from government		126,000	0	0		By charges of merchandize		227,920	13	5
						By indemnity on tea to buyers		15,500	0	0
						By one year's intereſt on bonds		85,853	4	6
						By ditto on annuities		89,773	4	2
						Balance in favour of England		440,492	9	11
	£	3,598,811	8	11			£	3,598,811	8	11

In like manner proceed the accounts of the ſix following years. But this may ſuffice as a ſpecimen; and I ſhall therefor proceed to the general abſtract of the balances and the diſpoſal of them.

Balance of cash in hand 1st March 1774		£404,117	0	0	Paid Government the remains of last half year by agreement	£115,620	0	0
Balance in favour of England in the year ending 1st March	1775	440,492	0	0	Bank for old bullion debt	200,000	0	0
	1776	1,231,292	0	0	Government on loan and interest	1,534,683	0	0
	1777	1,000,357	0	0	Bonds paid off and cancelled	1,387,119	0	0
	1778	838,977	0	0	Dividends to proprietors, viz.			
	1779	631,952	0	0	in the year ending 1st March			
	1780	222,265	0	0	1775 at 6 per cent	191,644	16	0
	1781	758,554	0	0	1776 6 -	191,644	16	0
A balance of dividends on stock, and interest on annuities, which those intitled to them have neglected to receive when they fell due		57,703	11	0	1777 3 -	95,822	8	0
					1777 3½ -	111,792	16	0
					1778 7 -	223,585	12	0
					1779 8 -	255,526	8	0
					1780 8 -	255,526	8	0
					1781 8 -	255,526	8	0
					*	1,581,069,	12	0
						1,581,069	4	*
					Balance of cash 1st March 1781	767,218	7	0
		£5,585,709	11	0		£5,585,709	11	0

Eſtimate of the loſſes, which the Eaſt-India company ſuſtained by the war.

Amount of payments in England, and loſſes by ſea, occaſioned by the war, - - - - -	£2,290,666
Extraordinary charges in freight, demurrage, and bills of exchange, from 1st March 1783 to 1st March 1784, computed at - - - - -	828,000
Extraordinary charge to be incurred for freight and demurrage after 1st March 1784, eſtimated at - -	740,000
	£3,858,666

Account of cuſtoms and duties, and eſtimate of the exciſe, received by government on account of the company's trade for 15 *years preceding the year* 1766, *and for* 15 *years after that period.*

	Customs.	Excise on arrack.	Inland duty on pepper consumed in England.	Estimate of excise on tea and coffee, and indemnity on tea.	Customs on wine.	Totals.
15 years before	8,361,140	51,082	100,695	6,426,893	849	14,940,659
15 years after	12,712,041	26,670	127,131	6,978,854	44,977	19,889,673

The revenue derived from the company's trade in the second period exceeds that in the first by £4,949,014.

* The total of the dividends is carried out with an error of 8*s* by the clerk, who had better have continued, as he began, to drop the odd ſhillings and pence.

A Statement of the amount realized in England of the territories and revenue obtained in India.

From September 1764 to September 1778.		From March 1766 to March 1780.	
Cost in England of goods, stores, and bullion, sent to India and China, with the expense of raising and transporting troops for the defence of the territories, together with other charges not relating to commerce, paid here from the season 1764 to the season 1777, both included - -	£9,990,439	By amount of investments to England from India and China in the space of 14 years, reckoning from the arrivals in 1766 to the arrivals in 1779, both included, according to their invoice cost -	£21,721,654
Bills of exchange drawn from India and China on the directors from the season 1765 to the season 1778, both included - -	6,996,015	Received in 1775 of government on account of Manila - -	28,193
Profits made in 14 years from sales of European goods and stores abroad (the last year by estimate), and applied to the purchase of investments for Europe - -	1,140,424	The imports of the above 14 years were brought to market, and sold in 14 years and a half, or to their full amount.	
BALANCE, being what the above articles are short of the investments, and is therefor the sum realized in England from the revenues -	3,622,969		
	£21,749,847		£21,749,847

N. B. The sum of £3,622,969, realized from the revenues in 14½ years, is nearly equal to 7⅞ per cent per annum on the capital.

The reſtoration of Dominica to the dominion of Great Britain was a happy event for the inhabitants of that iſland. The French nobleman, whom the marquis de Bouillé appointed to the government of it in the year 1778, was of a character widely different from his own, and acted diametrically oppoſite to the liberal and generous intentions of his worthy commander. His cowardly jealouſy and deſpotiſm cruſhed and oppreſſed the Britiſh coloniſts, who, according to the liberal terms of the capitulation, ought to have felt no other difference in their ſituation, than having to pay freight and commiſſion to foreigners inſtead of their own Britiſh correſpondents. But they had not the ſatisfaction of having a regular intercourſe with France, or even with any country: for during all the time of the French dominion in Dominica no veſſels went between it and France; and the planters were obliged to conſign their produce in neutral bottoms, at firſt to the Dutch merchants of S^t. Euſtathius, through whoſe agency it was reſhipped for Britain, or elſe in Dutch veſſels chartered by their correſpondents at home, which carried it to Roterdam. When the war with Holland broke out, they were expoſed to ſtill greater hardſhips in procuring freight for their produce, which they were obliged to ſend under Imperial colours to Oſtend, where their ſugars were ſold ſo low as from £6 to £8 a hogſ-

head. To add to the misery of the inhabitants, the town of Roseau (or Charlottetown) was set on fire in the night of Easter Sunday in the year 1781, not without strong suspicion of the conflagration being occasioned by the governor, who is accused, like Nero (and perhaps more justly), of enjoying the sight, and restraining the humanity of his soldiers from giving assistance to the British inhabitants. Their losses in buildings and valuable goods were estimated at £200,000: and the town, thus reduced from about 1,000 houses to half the number, has never since recovered its former condition. Under these complicated distresses it is no wonder, that the island declined, and that about thirty sugar plantations were abandoned by the proprietors.

July 2d—A proclamation by the king in council was issued for permitting British subjects to carry in British vessels all kinds of naval stores, spars, and all kinds of lumber, horses and all other kinds of live stock, and all kinds of corn, flour, and bread, from the United states of America to the West-India islands; and to carry rum, sugar, melasses, coffee, chocolate nuts, ginger, and pimento from the islands to the United states, on paying the same duties, and conforming to the same regulations, as if they were cleared out for a British colony.

This order was considered by administration as an indulgence, both to the islands and to the United states: but it was not received as such by either of them. The West-India planters cried out, that the islands must inevitably be ruined, if there were not as free and unrestrained an intercourse between them and the continent, and as free admission of American vessels, as there was when the later was under the British dominion; and the Americans were so much offended by it, that the assemblies of three of the states actually made a requisition to the congress that they would prohibit all commercial intercourse with the British colonies *.

* It is worth while to see how very different were the sentiments of Mr. Jefferson of Virginia, written in the year 1781, during the estrangement produced by the war. 'It should be our endeavour,' says he, 'to cultivate the peace and friendship of every nation, even of that which has injured us most, when we shall have carried our point against her. Our interest will be to throw open the doors of commerce, and to knock off all its shackles, giving perfect freedom to all persons for the vent of whatever they may chuse to bring into our ports, and asking the same in theirs. Never was so much false arithmetic employed on any subject, as that which has been employed to persuade nations, that it is their interest to go to war. Were the money which it has cost to gain, at the close of a long war, the right to cut wood here, or to catch fish there, expended in improving what they already possess, in making roads, opening rivers, building ports, improving the arts, and finding employment for their idle poor, it would render them much stronger, much wealthier, and happier. This, I hope, will be our wisdom. And, perhaps, to remove as much as possible the occasions of making war, it might be better for us to abandon the ocean altogether, that being the element whereon we shall be principally exposed to jostle with other nations; *to leave to others to bring what we shall want, and to carry* [*away*] *what we can spare.* This would make us invulnerable to Europe, by offering none of our property to their prize, and would turn all our citizens to the cultivation of the earth; and, I repeat it again, cultivators of the earth are the most virtuous and independent citizens. It might be time enough to seek employment for them at sea, when the land no longer offers it.' [*Notes on Virginia, p.* 289, *ed.* 1787.]

It was not till the 2d of September, that the tardy Dutch government could be brought to ſettle the preliminaries of peace with Great Britain, of which, though not definitively concluded till the 20th of May 1784, I ſhall here give the principal contents, as I have done of the other treaties in the beginning of this year.

By the ſecond article it was agreed, that the honour of the flag and the ſalute at ſea by the ſhips of the republic to thoſe of his Britannic Majeſty ſhould be continued as formerly.

Art. 4) The ſtates-general ceded Negapatnam with its dependencies to Great Britain. But the king promiſed to liſten afterwards to any reaſonable propoſal for a reſtoration of it by an exchange for ſome other territory.

5) Great Britain reſtored to the Dutch Trincomalee, and all other towns, forts, &c. taken from them during the war, either by the king's forces, or thoſe of the Eaſt-India company.

6) The Dutch promiſed not to obſtruct the navigation of the Britiſh ſubjects in the Eaſtern ſeas.

7) It was agreed, that commiſſaries ſhould be appointed on both ſides to adjuſt all differences between the ſubjects of the two powers with reſpect to Apollonia, and any other debateable matters on the coaſt of Africa.

October 2d—The company of the caiſſe d'eſcompte (bank of diſcount) eſtabliſhed at Paris in the year 1776, after extending the original plan of their buſineſs by iſſuing notes, went on with great regularity and ſucceſs; and that new branch of their trade enabled them to make an annual dividend of ſix per cent, though they never raiſed their rate of diſcount upon bills above four per cent during the whole war; a circumſtance, which, as Mr. Necker obſerves, was very favourable to the public funds of France. [*Compte rendu, p.* 23.] They had continually in their coffers the whole value of their capital, either in gold and ſilver, or in bills at a ſhort date, which together were equal to the whole amount of their emiſſion of notes. Moreover in regulating their dividends they allowed a conſiderable part of their profits to remain in the bank to augment their capital. In ſhort, their ſtability was undoubted, and their ſtock ſold conſiderably above par. But, to the aſtoniſhment of Europe, this company ſtopped payment on the 2d of October. It appeared very clearly afterwards, that the company were in good circumſtances: and it was believed, that their preſent embarraſſment proceeded from having ſecretly lent a great ſum to the government *, which alſo about the ſame time refuſed payment of the bills drawn for the ſupport of their army in America.

* They had not lent any money to the government when Mr. Necker made up his *Compte rendu au roi* in January 1781.

By proclamations, iſſued on the 6th of June and 5th of November, American tobacco was allowed to be imported into London, Briſtol, Liverpool, Cowes, Whitehaven, and Greenock, and to be warehouſed under the cuſtody of the revenue officers. By the firſt proclamation the importer was to pay down five per cent on the value in part of the duty; but that being found too great a hardſhip, the ſecond proclamation allowed the whole duty to be bonded. Theſe orders having expired, a new order by the king in council was iſſued (26th December), comprehending, with ſome variations, all the ſeveral regulations hitherto iſſued. It permitted the importation of any unmanufactured goods, not prohibited by law (except oil), and pitch, tar, turpentine, indigo, maſts, yards, and bowſprits, being the produce of the United ſtates of America, either by Britiſh or American ſubjects, and either in Britiſh or American veſſels, on paying the ſame duties as were payable on the importation of ſuch goods from the Britiſh colonies by Britiſh ſubjects in Britiſh veſſels; the production of the documents required by law being alſo diſpenſed with, and all drawbacks, exemptions, and bounties, on goods exported from Great Britain to the United ſtates being allowed as fully as on ſuch goods exported to the Britiſh colonies.

Tobacco, the produce of the United ſtates, was allowed to be imported in the ſame manner into this kingdom, the importer, on paying down the duty called the old ſubſidy, being permitted to warehouſe it under the king's locks, and to give bond for payment of the remaining duties within the time limited by law. The importers of tobacco in London, Briſtol, Liverpool, Cowes, Whitehaven, Greenock, and Port-Glaſgow, were indulged with the permiſſion to give bond for the whole duties, and to have their bonds diſcharged on exporting the tobacco within the limited time *.

With reſpect to the intercourſe between the United ſtates and the Weſt-Indies, the regulation contained in the order of the 2d of July was continued in force.

The city of New York, the laſt poſt occupied by the Britiſh troops in the territory of the United ſtates of America, was completely evacuated by them on the 27th of November; an act, which may be conſidered as finally cloſing the long-continued hoſtility between Great Britain and America, which, it is earneſtly to be hoped, will never again be renew-

* Mr. Chalmers obſerves, that in the year 1732 the aſſembly of Virginia ſolicited from parliament the liberty of having tobacco bonded in the manner now permitted; but their application was defeated, more by the intereſted oppoſition of the tobacco-factors than by the unwillingneſs of the legiſlature; and that the favour, refuſed to them when ſubjects, was thus ſpontaneouſly granted to them, when become foreigners; while at the ſame time, by enforcing more ſtrictly the laws againſt the cultivation of tobacco at home, the American planters enjoy a double monopoly of tobacco, as the Britiſh landholder cannot raiſe it on his own land, nor can the Britiſh conſumer receive it from Spain or Portugal, the tobacco of thoſe countries being loaded with duties amounting to a prohibition. [*Opinions on American independence, p.* 38.]

ed. In the courſe of this year the ſeveral powers of Europe, who had not hitherto entered into treaties with the United ſtates, nor acknowleged their independence, concluded commercial treaties with them as a ſovereign nation. It is not unworthy of notice, that Spain, after entering into a war, the object of which was to effect the independence of America, was, notwithſtanding, unwilling to acknowlege that independence, after it was finally confirmed and recognized by the power, from whom it was extorted.

November 18th—Soon after the commencement of the ſeſſion of parliament Mr. Fox, then one of the ſecretaries of ſtate, brought forward his two bills for regulating the affairs of the Eaſt-India company, both at home and in their territorial poſſeſſions in India. As they engaged, perhaps, more of the public attention, than ever was beſtowed upon any bills, which did not paſs into laws, it may be proper here to give a brief abſtract of them.

The bill for veſting the affairs of the Eaſt-India company in the hands of certain commiſſioners, for the benefit of the proprietors and the public, began with obſerving, that great diſorders prevailed in the management of the territorial poſſeſſions, revenues, and commerce, of this kingdom in India, and propoſed, that the government of the directors and proprietors ſhould be ſuſpended, and their powers ſhould be veſted in ſeven noblemen and gentlemen named in the bill as commiſſioners or principal directors, who ſhould immediately take poſſeſſion of all lands, tenements, books, records, veſſels, goods, money, and ſecurities, in truſt for the company; and that there ſhould alſo be nine aſſiſtant directors, conſiſting of proprietors of £2,000 in the company's ſtock, alſo named in the bill, to be entirely ſubordinate to, and removeable by, the principal directors. The vacancies in the principal board were to be filled up by the king, and thoſe in the board of aſſiſtants by the votes of the qualified proprietors of Eaſt-India ſtock, given openly, and not by ballot. The directors were alſo to give their votes openly, and, in caſe of difference of opinion to enter their reaſons upon their journals. All perſons concerned in mercantile tranſactions with the company, and perſons charged with corruption or peculation in India, and not acquitted, were to be excluded from being directors or aſſiſtant directors, as was alſo every perſon returned from the company's ſervice in India till two years after his return. The directors were every ſix months to lay their accounts before a general court of proprietors, and alſo ſubmit them to the inſpection of the treaſury and parliament within twenty days after the commencement of every ſeſſion. They were veſted with full power to remove, or ſuſpend, from any ſtation, civil or military, in the company's ſervice: and they were enjoined to attend to every charge of peculation, uſury, receipt of preſents, oppreſſion, or breach of orders; and, ſhould they ſee reaſon to acquit the perſons ſo charged, to enter

them in their journals, before they ſhould permit any ſuch perſon to ſail for India. They were to decide upon all differences between the governors and councils, or between the different governments in India, within three months, or enter the reaſons of delay in their journals, and to give anſwers to any queſtions ſubmitted to them from the preſidencies in India alſo in three months. They were to take cognizance of all grievances of the native princes of India, and do them complete juſtice according to the exiſting treaties. Neither the directors nor aſſiſtant directors were to hold any office in the company's ſervice, or any place of profit, during pleaſure, from the crown; and they were to be removeable by the king on an addreſs from either houſe of parliament. The directors were not to be diſqualified from ſitting in the houſe of commons; and the aſſiſtant directors were to have ſalaries of £500 a-year from the company. The act was propoſed to be in force for four years.

The bill for the better government of the territorial poſſeſſions and dependencies in India,

after obſerving that great diſorders prevailed in the government of the Britiſh Eaſt-Indies, and that the ſervants of the company had not paid due reſpect to the lawful authority of this kingdom, proceeded to define the limits of the powers entruſted to the governor-general and the preſidents and councils, and ordered that all their proceedings ſhould be fair and open, and that they ſhould fix up their ordinances, written in the languages of Perſia and Hindooſtan, in every provincial court of the territory to which they related. The governor-general was prohibited from invading the territory of any prince, unleſs a majority of the council ſhould declare under their hands, that ſuch prince was about to attack the territories of the company, and alſo from forming any alliance for the purpoſe of ſharing any territory. The company's principal ſervants were not allowed to hire out any farm or other thing to any ſervant of any perſon in the civil ſervice of the company: and all monopolies in India were to be annulled. Illegal preſents were to be recoverable at law by the giver or the company, or, failing them, by any perſon for his own benefit. All lands and tenements, not in the actual poſſeſſion of the company or their farmers, were to be deemed the property of the native land-holders, on their paying the uſual rents, unleſs legally diſpoſſeſſed. The rights of the protected princes and their vaſſal princes were carefully guarded; and the company's ſervants were ſtrictly prohibited from having any pecuniary tranſactions whatever with them, or receiving any mortgages of land from them. The commiſſioners were directed to examine and ſettle the diſputes between the nabob of Arcot and the rajah of Tanjore, and to tranſmit orders to the governor-general for adjuſting the claims of Britiſh ſubjects upon thoſe princes. No ſervant of the company, nor agent of any protected prince, was to

be eligible to a ſeat in the houſe of commons; but ſuch as were now in parliament were to retain their ſeats till the diſſolution of it. Perſons lately returned from the company's ſervice in India, and perſons againſt whom public proſecutions were depending, were alſo declared incapable of ſitting in the houſe of commons.

During the progreſs of the bills through the houſe of commons petions were preſented againſt them by the directors, by the proprietors of Eaſt-India ſtock, and by the lord mayor and common council of the city of London.

The directors alſo laid before the houſe the following

State of the affairs of the Eaſt-India company in England, 19th November 1783, and according to the lateſt advices from their ſettlements abroad.

Amount of East-India annuities bearing interest at 3 per cent -	£2,992,440	Due by government, with interest at 3 per cent - -	£4,200,000
Bonds bearing interest -	1,996,700	Other debts due by government, but disputed - -	422,011
Ditto not bearing interest, being called in - - -	11,592	Cash, bonds, and debentures, received in payment for goods -	609,954
Customs - - -	1,641,254	Goods sold and not paid for -	553,258
Due to the exchequer, last payment for renewal of the charter -	100,000	Goods in England unsold -	2,500,000
Exchequer bills lent by parliament, and interest on them -	302,587	Floating stock from England -	1,219,091
Bills of exchange unpaid -	2,489,098	Silver in the treasury for exportation	1,090
Sundries on account of the trade, for freights, &c. - -	458,481	Advanced to owners of ships not arrived - -	172,334
Interest on annuity bonds and stock, due, but not demanded -	149,901	Value of vessels employed in England	12,300
Half year's dividend on stock, due at Christmas 1783 - -	128,000	Company's houses and buildings in England would sell, by estimate of surveyors, for - -	253,616
Interest on military and contingent funds, more than applied -	72,639	Four cargoes coming from Bengal	703,824
	10,342,692	Cargoes sent from Bengal to other presidencies - -	364,515
Balance in favour of the company	3,968,481	Balances of quick stock, viz.	
		at Bengal - 1,838,937	
		Madras - 2,078,078	
		China - 132,596	
		Bencoolen - 189,036	
		St. Helena - 27,618	
		4,266,265	
		Balance against the company at Bombay - 967,085	
		Net balance of quick stock	3,299,180
	£14,311,173		£14,311,173

Beſides the above balance, the company's forts, warehouſes, &c. in India have coſt - - £7,000,000

The landed property, excluſive of the territorial revenue, produces annually - - £881,000

The territorial revenues on the coaſt of Coromandel and the northern circars, on which the public have no claim, produce, ſubject to charges of management, annually about 350,000

The territorial revenues of Bengal, Bahar, and Oriſſa, produce, ſubject to charges of management, annually about	1,838,000
Subſiy paid by the nabob of Oude, and tribute from Benares - - -	962,000
Revenue from ſalt in Bengal - -	450,000
Revenue from cuſtoms in India, about - -	236,367
Subſidy paid by the rajah of Tanjore, about -	160,000
Ditto by the nabob of Arcot, about - -	200,000
	£5,077,367

But Mr. Fox controverted ſo many articles of the account, that he ſtated, *inſtead of a favourable balance of near four millions, a deficiency of above nine millions*, upon the ſuppoſition that the company were to go on in their buſineſs; as ſome of the articles, for example the houſes and buildings, could not be brought to account, unleſs the company were to be diſſolved, and all property of every deſcription to be ſold off. To this great deficiency he moreover added £3,200,000, the amount of the company's capital ſtock; which muſt ſurely in any way of reckoning be allowed to be a part of their joint property, and by no means a debt upon them, to be deducted from it.

The ſupporters of the bills expatiated in parliament upon the cruelty and treachery of the ſervants of the company to the Indian ſovereigns, from the Great mogul down to the zemindars and other petty princes. They obſerved, that the former conquerors of India had ſettled themſelves in the country, and made ſome amends for the deſolations attending their invaſions by their ſubſequent attention to the arts of peace and the works of magnificence. But they aſſerted, that our conqueſts there, after a poſſeſſion of twenty years, were in as crude a ſtate as on the firſt day. None of the company's ſervants went to India with an intention of remaining there: none of them cultivated any ſociety with the natives, or ſhowed any ſympathy for them. The many millions of poliſhed, induſtrious, and ingenious, agricultors and manufacturers, together with the opulent merchants, and even the princes of the country, were ſubjected to the dominion of a rapid ſucceſſion of young men, new ſwarms of whom were continually pouring in, like migratory birds of prey, upon the devoted country, who, uniting the avarice of age with the impetuoſity of youth, diſregarded every conſideration but the rapid accumulation of enormous fortunes, and were continually carrying off from the country as much wealth, as a ſpirit of rapacity, uncontrolled by conſcience, could amaſs *. Neither did the commercial con-

* To this unfavourable repreſentation of the oppreſſed ſtate of India it will not be improper to oppoſe the account of the ſtate of Bengal, &c. by Major Rennell, who has the advantage of ſpeaking from his own knowlege. He ſays, 'The 'Bengal provinces, which have been in our actual 'poſſeſſion

duct of the company eſcape a ſevere animadverſion. They were accuſed of improvidence with reſpect to the bills drawn upon them, and of having ſubſtituted for mercantile punctuality a new ſyſtem of account upon honour. It was aſſerted, that Eaſt-India ſtock was now only purchaſed for the purpoſes of influence, and procuring lucrative ſituations in India for the ſons and dependents of the ſtock-holders; and that the directors, inſtead of being the maſters of the company's nominal ſervants in India, were in fact dependent upon them, and even choſen by their agents.

The chief objections to the bills were, that they would infringe, or rather annihilate, the company's charter, for which they had paid a valuable conſideration to the public; and that they were calculated to create a new and unconſtitutional influence, a fourth eſtate in the realm, and to throw ſuch a weight of patronage into the hands of the commiſſioners, or rather thoſe of adminiſtration, as would completely ſweep away our liberties and properties. As to the derangement of the company's finances, it was aſcribed to the reſtrictions, which prevented them from employing with due efficacy the credit reſulting from their great and flouriſhing ſituation, and from paying off the debts due to the public. It was obſerved, that the bill-holders were willing to extend the time of payment. And the parliament were called upon to remember, that the politics of the country had involved the company in an extenſive and ruinous war, and that the conqueſts made by their forces had been given up at the peace to prevent the ſacrifice of more favourite poſſeſſions. Mr. Haſtings, the governor-general, who had been the object of the fierceſt attacks from the ſupporters of the bills, was highly praiſed by the oppoſers of it; and the vigour of his government, his regulations for the adminiſtration of juſtice in the provinces, and the

'poſſeſſion near 23 years (that is from the year 1765 to the preſent time [1788]) have during that whole period enjoyed a greater ſhare of tranquillity than any other part of India; or indeed than thoſe provinces had ever experienced ſince the days of Aurungzebe. During the above period of 23 years no foreign enemy has made any incurſion into any part of them, nor has any rebellion happened in any of the provinces, (the very inconſiderable one of the zemindar of Jungleterry in 1774 only excepted). Previous to the eſtabliſhment of our influence invaſions were frequent, particularly by the Mahrattas: and one province or other was ever in rebellion; owing to a want of energy in the ruling power; an ill-paid, and mutinous, army; or an exceſs of delegated power. Thoſe who know what miſeries are brought on a country by its being the ſeat of war, will know how to appreciate the value of ſuch a bleſſing, as that of having the horrors of war removed to a diſtance from our habitations. There are, doubtleſs, evils, that are inſeparable from the condition of a tributary ſtate, where the ſupreme ruling power reſides at the diſtance of half the circumference of the globe: but theſe are, I hope, amply balanced by the advantages of military protection: and it is a fact, not to be controverted, that the Bengal provinces have a better government, and are in a better ſtate, as to agriculture and manufactures, than any other of the Aſiatic countries, China alone excepted. But this ſtate is, doubtleſs, very ſuſceptible of improvement, even under a deſpotic government: though it unfortunately happens, that the grand object for which the Bengal provinces are held, militates againſt the eaſe and happineſs of their inhabitants; for there can be no inducement to increaſe a national income for the purpoſe of finally enriching another nation.' [*Memoir of a map of Hindooſtan, p.* cv.]

economical arrangements formed by him in the civil and military departments, were mentioned with great applauſe.

December 17th—Notwithſtanding the violent oppoſition made to them, the bills were carried through the houſe of commons: but they were rejected by the houſe of lords.

Such was the effect of the opinion, gone forth, of the company's funds being in a bad way, that their ſtock ſold in November (when there was a dividend nearly due) ſo low as 120, and ſome even at 119. The government funds at the ſame time fell greatly below the prices they had been at in September. The fall in both may be, at leaſt partly, aſcribed to the great extenſion of our commerce after the peace, and the inſufficiency of the circulating money to ſupport the increaſed exportation, which obliged many people in trade to ſell out of the funds *. Owing to the ſame cauſes there was alſo an extraordinary drain of caſh from the bank, eſpecially in the month of October †.

The king of Pruſſia is ſaid to have expended two millions of crowns annually for twenty years paſt in improving his country, eſtabliſhing manufactures, and encouraging commerce and navigation. An account, drawn up by one of his miniſters ‡, ſays, that the number of Pruſſian veſſels, which paſſed the Sound in the courſe of this year, and navigated the different ſeas of Europe as far as the Straits of Gibraltar, approached that of the five great maritime powers, and even ſurpaſſed the number of merchant ſhips of all the reſt of Europe taken together.—It will, perhaps, not be amiſs to make ſome allowance for exaggeration in this miniſterial account of the Pruſſian navigation.

The merchants of Glaſgow, when their American trade was interrupted by the war, extended the Weſt-India branch of their commerce, and reſumed, or enlarged, their trade with the continent of Europe, which their convenient ſituation for the trade with America had made them in ſome degree overlook for many years bypaſt. A conſiderable number of them withdrew their capitals from foreign trade and ſhipping, in order to employ them in manufactures, the improvements of which, and the eſtabliſhment of new ones, were with good reaſon thought to afford a proſpect of more permanent, as well as more ſolid, proſperity than foreign trade. Some account will afterwards be given of the condition of the increaſed and new manufactures of Glaſgow in a more advanced ſtage of their progreſs. I ſhall here only obſerve, that from about this time the quantity of manufactured goods, ſent from Glaſgow to Lon-

* The Dutch merchants, upon reſuming their commercial tranſactions interrupted by the war, alſo ſold out their property in the Britiſh funds, which contributed to the depreſſion.

† It appeared in evidence, that the caſh of the bank was lower in October 1783 than even in the week preceding the 26th of February 1797.

‡ It may be preſumed, that this miniſter was the baron de Hertzberg, who for ſome time uſed to publiſh an annual panegyric on the government of his ſovereign in the *Tranſactions of the academy of Berlin*. But the language of panegyric is never expected to be the faithful vehicle of truth.

don and other parts of England, was greatly increaſed; and that, beſides ſupplying the ſhopkeepers of London and other places *, great quantities of them are ſhipped by the merchants, and ſome of them to the ſame countries, to which the merchants of Glaſgow uſed to ſend goods of the ſame ſpecies, manufactured in England or in India: ſuch are the revolutions of trade! And hence the export trade of the weſt part of Scotland bears now a ſmaller proportion to the whole of the exports of Great Britain, than it formerly did, though the real amount of the capital employed in trade, and of the productive induſtry, in that part of the country has in fact been greatly increaſed.

It may be proper here alſo to obſerve another diminution of the export trade of Scotland, occaſioned by the great demand for ſalmon and other fiſh in London, which has almoſt annihilated the exportation of ſalmon from Scotland to foreign countries.

The increaſe of manufactures in Glaſgow and the adjacent country gave riſe to the Chamber of commerce and manufactures of Glaſgow, which was eſtabliſhed this year. The object of the ſubſcribers, who were merchants and manufacturers in Glaſgow, Paſley, Greenock, &c. was to eſtabliſh a fund, which ſhould be employed, under the management of the directors, in promoting, protecting, and encouraging, trade and manufactures: and their exertions have in many inſtances been of eſſential ſervice †.

To the revolutions in the trade and manufactures of Scotland, already mentioned, I muſt here add another, which will, perhaps, be thought more extraordinary. Paris was formerly the place, where all thoſe, who were ambitious of outſhining their equals, uſed to purchaſe their coaches, till the more ſubſtantial work, and at leaſt equal ingenuity, of the London coach-makers convinced the great and the opulent, that they might be better ſerved by keeping their money at home. For many years paſt Edinburgh has alſo been celebrated for the manufacture of coaches, which have become an eſtabliſhed article of exportation to the principal towns on the Baltic, and eſpecially to Peterſburg. But the exportation of Edinburgh-made coaches to France was an unexpected novelty reſerved for this year, when a coach-maker in Edinburgh received an order from Paris itſelf for *one thouſand* crane-necked carriages,

* So ſtrong is the prejudice in favour of *town-made* goods, that the Glaſgow calico-printers are obliged, in compliance with the deſire of their cuſtomers, to uſe the harmleſs deception of marking their goods, as if printed in London; the ſight of the ſtamp ſatisfying the ladies, that the patterns are much more elegant, and the colours more durable, than can be produced by any country manufacturer. Juſt ſo, when it was ſuppoſed, that no elegant toys could be made but in Paris, the manufacturers at Birmingham were obliged to mark their ſnuff-boxes and other trinkets as made at Paris, adding a private mark, whereby they could reclaim the credit of their own work.

† The firſt chairman of this Chamber of commerce was Mr. Colquhoun, who has ſince rendered ſuch important ſervice to the great metropolis of the Britiſh empire by his excellent ſyſtem of police for preventing the enormous plunder, which uſed to be regularly carried on upon the River Thames and the wharfs.

to be executed in three years. [*Creech's Letters in Sinclair's Statiſtical account of Scotland, V.* vi, *p.* 593.]

In conſequence of the peace great numbers of the inhabitants of New-York, and other loyaliſts, removed to Nova-Scotia, where vacant lands were allotted to them by government. In the month of May the foundation of a new town, called Shelburne, was laid at Port-Roſeway near the ſouthren extremity of the peninſula, the inhabitants of which, after the increaſe produced by the final evacuation of New-York, were computed to be about 9,000. They immediately applied to preparations for the fiſhing buſineſs, which was held out as the principal ſource of their proſperity, with ſuch ardour, that above a hundred fiſhing ſhalops were to be ſeen at once on the ſtocks in this firſt winter after the foundation of the town; and they had very ſanguine hopes of ſoon riſing into great commercial importance.

Near to Shelburne another town was laid out, which was intended ſolely for the reception of the ſwarms of negroes, whom the war had delivered from ſlavery, and caſt upon the Britiſh government for ſupport. About 1,200 of thoſe people were now ſet down in this new ſettlement, and furniſhed with proviſions, clothing, agricultural tools, &c. But the nature of the climate and agriculture of that country, ſo different from what they had been accuſtomed to, was ſufficient, independent of the idle habits they had acquired as followers of the army, to prevent them from having any ſucceſs in the line of ſober agricultural induſtry. Many of them took opportunities of getting to London, where they ſauntered about the ſtreets as beggars, till government took compaſſion upon them, and ſhipped them off for Sierra Leona on the coaſt of Africa. Others of them, who were of a more active diſpoſition, got to the Weſt-Indies, where negro labour is in requeſt, and there earned their bread as free labourers.

The loyaliſts of South Carolina, Georgia, and the Floridas, went moſtly to the Weſt-India iſlands, the climate and productions of which were more adapted to their conſtitutions and former purſuits, and alſo fitter for their negro ſlaves, than thoſe of Nova Scotia. Many of them became planters of cotton, an article of rapidly-increaſing demand for the Britiſh manufactures: and great numbers of thoſe who went to Jamaica applied to the cultivation of indigo, which they found more profitable there than on the continent, the quality being greatly ſuperior.

The following view of the tobacco trade from the beginning of the year 1775 to the end of this year is inſerted in order to ſhow, how it was affected by the war in its extent, and alſo in the mode of conducting it.

4

years.	Imported into ENGLAND. in commercce, pounds.	as prize, pounds.	SCOTLAND. pounds.	Total, Great Britain.	Exported from ENGLAND. pounds.	SCOTLAND. pounds.	Total Great Britain.
1775	55,965,463		45,863,154	101,828,617	43,880,865	30,324,301	74,205,166
1776	7,275,037		7,423,363	14,698,400	16,521,412	23,701,378	40,222,790
1777	233,722	1,912,329	294,896	2,440,947	2,905,406	5,515,677	8,421,083
1778	655,124	8,422,029	2,884,374	11,961,527	2,068,175	2,374,608	4,442,783
1779	4,365,115	9,652,316	3,138,464	17,155,895	3,704,436	2,468,672	6,173,108
1780	7,354,405	4,944,767	5,125,638	17,424,810	2,823,005	3,127,171	5,950,176
1781	5,131,639	6,255,086	1,952,243	13,338,968	3,950,815	1,788,057	5,738,872
1782	4,414,840	2,788,422	2,624,807	9,828,069	2,529,146	934,295	3,463,441
1783		2,074,399		19,579,031			

Of the above quantities of tobacco imported, there were from

	North America, pounds.	British West-Indies, pounds.	Foreign West-Indies, pounds.	
1775	101,337,361	491,256		
1776	14,698,400	2,000		
1777	361,394	167,224		
1778	1,692,518	626,021		
1779	3,321,043	4,146,167	40,944	In these years the rest of the tobacco imported was from various parts of Europe.
1780	985,273	10,247,272	298,130	
1781	1,872,609	4,827,031	91,463	
1782	1,082,067	5,070,633	289,402	
1783	14,643,165	2,295,088	286,047	

The tobacco imported from the Britiſh Weſt-Indies was partly prize, and partly carried thither from the neutral iſlands.

The following authentic ſtatement of the commerce of the principal ports of the Ruſſian empire is compiled from extracts taken from the books of the cuſtom-houſes of the ſeveral ports.

years.	ST. PETERSBURG. Vessels arrived. British.	Other nations.	Total.	Value of exports, Rubles. *	Value of imports, † Rubles.	Custom duties, Rubles.	Specie imported, Rubles.	RIGA. Vessels arrived.	Custom duties, Rubles.
Four years 1776-1779						7,266,639 25			
1780	282	272	554	10,941,128 58	3,656,379 45	4,965,019 92			
1781	465	318	783	12,954,440 62	9,582,352 88				
1782	218	373	591	11,467,347 87	12,204,482 16	2,670,798 43		891	628,981
1783	270	362	632	10,098,797 70	11,674,120 11	2,966,118 28	164,183	1208	829,832

The ſame documents enable me to give a more particular account of the trade for the year 1783 in the following ports.

* The value of the ruble in exchange with Britiſh money is generally about 2/6. The ruble contains 100 copecks.

† Though the imports of 1780 and 1781 are ſtated conſiderably leſs than thoſe of 1782 and 1783, there is reaſon to believe, that they were not in fact any thing inferior; for in the two former years ſmuggling was carried to an enormous height, but by the vigilance of the inſpector it was ſuppreſſed in a conſiderable degree in the two later.

By merchants of	ST. PETERSBURG. Value of exports, Rubles.	ST. PETERSBURG. Value of imports, Rubles.	RIGA. Value of exports, Rubles.	RIGA. Value of imports, Rubles.	ARCHANGEL. Total value of exports, Rubles.	REVAL.	NARVA. Total value of exports, Rubles
Russia -	2,374,178 65	6,166,204 22			1,121,433 45 and of imports 434,601 61		614,100 and of imports 30,000.
Great Britain -	5,639,875 63	2,816,666 67	1,098,639 87	220,805 87			
Holland -	207,428 65	340,483 89	1,520,374 23	152,709 38			
Lubeck -	80,422 30	129,819 5	188,211 68	54,874 75			
Hamburgh	128,276 88	389,435 15	26,525 80	198,060 12	Vessels 113 whereof 24 were British.	Vessels 131 whereof 2 were British.	
Denmark -	648,060 59	465,428 25	612,449 5	45,917 62			
Spain -	153,266 49	14,179 0	420,040 67	267,191 62			
Portugal -	92,095 76	235,259 12	206,496 38	27,408 13			
France -	128,694 18	70,407 75	303,731 49	179,113 25			
Italy -	109,948 68	104,220 93	157,229 53				
Prussia -	8,850 25	91,936 65	38,529 83	3,831 25			
Switzerland -	7,658 94	61,300 50					
German empire	3,148 72	171,826 72		161,566 63			
Saxony -	146,172 50	33,280 65					
Sweden -	78,456 95	39,008 80	1,135,486 70	119,412 37			
Dantzick -		14,362 0	5,419 0	3,022 88			
Rostock -	138,031 38	78,752 50	4,475 45	1,035 50			
Sundries -	49,412 95	334,992 12					
Shipmasters -	104,818 20	116,556 14					
Bremen -			132,050 20	6,073 25			
North America			15,156 50	7,463 0			
Totals -	10,098,797 70	11,674,120 11	5,864,816 18	1,448,485 62			

It is to be obſerved, that a great part of the merchandize exported from Riga conſiſts of the produce of the adjacent parts of Poland, which did not then as now, belong to the Ruſſian empire.

It is alſo neceſſary to obſerve here once for all, that in the Ruſſian cuſtom-houſes the accounts of the exports and imports are not claſſed according to the countries to or from which the goods are carried, but according to thoſe to which the exporting or importing merchants belong; and that the trade, nominally carried on by Ruſſian merchants, belongs in fact almoſt entirely to thoſe of other nations, who, in order to evade the payment of alien duties, make their entries under the name of Ruſſian partners aſſumed for that purpoſe only, or who have made themſelves Ruſſian ſubjects. But there are ſcarcely any natural-born Ruſſian ſubjects who are really engaged in foreign commerce on their own account.

A new tariff, which was publiſhed by the court of St. Peterſburg, and began to be in force on the 1st of January 1783, was exceedingly unfavourable, or rather hoſtile, to the manufactures and navigation of Great Britain. The duties upon moſt articles of Britiſh manufacture were now increaſed in the proportion of from 50 to 300 per cent above the former ones eſtabliſhed by the tariff of the year 1767. Twenty rubles per hogſhead, afterwards raiſed to forty rubles, were impoſed on beer and ale, while the duties on wines were only from 4½ to 15 rubles per hogſhead, if imported directly from the place of their growth, in veſſels belonging to Ruſſian ſubjects, whereof at leaſt half the ſeamen

are Ruſſian ſubjects, or to ſubjects of Spain or Portugal. But a quadruple duty (or 18 rubles) was impoſed on the wines of Spain and Portugal, if imported in veſſels not belonging to Ruſſian *, Spaniſh, or Portugueſe, ſubjects, or if not imported directly from Spain or Portugal. This article at once cut off the profitable carrying trade between Ruſſia and the ſouthern parts of Europe, hitherto enjoyed by Britiſh veſſels. And ſeveral Britiſh merchants complained that it §, and many other articles of the tariff, were introduced by a declared enemy of the Britiſh commerce for the expreſs purpoſe of diſtreſſing it.

There belonged this year to all the ports

of England -	6,877	veſſels of the reputed burthen of	589,668 tuns,
and of Scotland	1,465	- - -	80,134
Total -	8,342	- - -	669,802

There were entered this year in all the ports of Great Britain, from and to foreign countries, including repeated voyages,

	Britiſh.		Foreign.		Total.	
	Veſſels.	Tuns.	Veſſels.	Tuns.	Veſſels.	Tuns.
Inward -	7,698	812,960	2,741	312,714	10,439	1,135,674
Outward -	7,329	870,270	1,543	168,775	8,872	1,039,045

The net amount of the cuſtoms, including the Weſt-India four-and-a-half-per-cent duty, paid into the exchequer in the courſe of the year,

was from the cuſtom-houſe in London -	£2,768,320	7	4
and from the cuſtom-houſe in Edinburgh -	80,000	0	0
Total net revenue of the cuſtoms of Great Britain	£2,848,320	7	4

There were coined at the mint in the courſe of the year

£4,860 pounds of gold, value - -	£227,083	10	0

and no ſilver.

* The law does not require the men to be *natural-born* ſubjects, nor the veſſels to be built in Ruſſia. It is therefor uſual for the commanders of veſſels belonging to Lubeck, Dantzick, Hamburgh, &c. to take out papers of burgherſhip in ſome Ruſſian town for themſelves and half the number of their ſeamen, whereupon their veſſels and themſelves are conſidered as Ruſſian in reſpect to duties, &c.

N. B. The ſtatements of the Ruſſian commerce for this and ſeveral ſubſequent years, together with a number of valuable obſervations upon the commercial connection between Ruſſia and Great Britain, were obligingly communicated to me from his manuſcript collections by William Eton Eſquire, who reſided many years in Ruſſia as ſecretary of the Britiſh miſſion.

§ Candour muſt allow that Ruſſia has as good a right as Great Britain to make navigation laws; and that the reſtrictions complained of are copied from our own famous navigation act, with a conſiderable alleviation of the rigour of it. The ſame apology cannot, however, be offered for the injurious duties upon goods, which though bearing an appearance of impartiality as not particularizing any nation, are evidently leveled againſt the Britiſh trade, being peculiarly heavy upon thoſe articles which are imported ſolely, or principally, from Great Britain.

2

The official value of the imports and exports of Great Britain from Chriſtmas 1782 to Chriſtmas 1783 was as follows.

Countries, &c.	Imported into		Exported from	
	ENGLAND.	SCOTLAND.	ENGLAND.	SCOTLAND.
Africa	£47,860 12 9		£787,563 8 0	
Canaries	4,362 2 0		15,259 0 10	
Denmark and Norway	100,929 0 5	£30,273 11 0	168,296 4 0	£13,511 18 10
North Faro		651 11 3		
East Country	674,350 13 11		145,376 10 5	
East India	1,301,495 13 3		701,473 18 8	
Flanders	1,038,914 18 8	73,552 18 11	975,587 12 4	15,840 3 1
France	84,639 18 11	2,479 9 3	98,106 8 3	3,060 19 7
Germany	648,027 2 9	36,083 11 11	1,245,941 19 0	13,810 16 7
Greenland	28,451 7 2	6,428 1 0	131 2 0	
Holland	404,840 12 1	80,544 0 1	655,333 6 5	97,187 12 6
Iceland		135 8 4		16 13 4
Ireland	1,499,228 13 9	112,675 6 4	2,147,363 17 6	283,108 18 0
Mann	13,609 3 10	128 18 0	25,594 0 8	932 10 4
Italy	274,742 1 6	2,035 6 3	456,860 13 1	64 10 0
Madeira	3,303 18 10		26,919 8 9	288 12 7
Poland		53,965 17 8		2,832 15 10
Portugal	309,092 13 3	13,454 17 2	612,151 16 6	952 16 6
Prussia		102,111 16 8		4,592 2 9
Russia	1,066,096 13 8	254,670 4 5	206,795 19 3	13,063 15 11
Spain	419,462 4 1	3,024 1 3	589,887 13 8	4,158 5 10
Gibraltar	56 6 1		76,238 5 8	1,151 0 10
Straits			118,001 15 10	
Sweden	211,160 14 8	28,767 17 11	63,291 10 5	3,365 5 11
Turkey	48,983 2 6		42,666 10 0	
Venice	50,125 7 5		26,655 5 3	
Guernsey, &c.	68,104 2 10	3,828 8 4	69,936 5 0	3,596 2 11
America in general		37,932 1 0		169,312 17 2
Hudson's bay	7,554 19 1		7,098 18 0	
Newfoundland	58,377 9 7		149,563 3 2	
Quebec	81,136 6 10		370,319 15 6	
Nova Scotia	2,904 19 5		205,330 5 0	
New England	26,350 9 6		199,558 1 10	
New York	83,412 18 3		547,132 0 7	
Pennsylvania	30,053 7 3		239,462 5 11	
Virginia and Maryland	93,888 4 5		199,657 2 4	
Carolina	74,589 1 5		226,736 10 4	
Georgia	5,764 17 6		22,682 10 5	
Florida	25,638 10 8		25,356 16 4	
West Indies in general		164,847 12 7		198,976 5 9
Anguilla	10,680 16 3			
Antigua	77,022 6 1		120,334 3 5	
Barbados	106,766 5 10		151,464 14 11	
Bermuda	7,446 6 9		86,019 15 0	
Dominica	80,701 7 5		42,830 12 3	
Grenada	217,743 10 6		49,355 17 9	
Jamaica	1,578,881 3 10		950,075 16 10	
Montserrat	39,166 15 6		13,686 11 10	
Nevis	35,564 13 1		11,913 16 1	
New Providence	1,356 7 2		2,527 17 8	
St. Chriſtophers	211,849 4 0		65,079 4 2	
St. Lucia	173,152 8 3		44,442 13 7	
St. Martin's	1,071 14 9		31 15 0	
St. Thomas	8,713 19 8		57,526 1 5	
St. Vincents	74,077 3 7		20,404 10 8	
Tobago	114,925 0 2		13,386 15 2	
Tortola	112,772 5 6		41,149 8 0	
Buenos Ayres			3,921 5 0	
Cap François	6,509 19 8			
Demararay	351 16 4			
Havanna	2,072 4 3			
Bay of Honduras	677 18 6		3,490 14 2	
Northern fishery	163 18 6			
Southern fishery	2,106 0 0		33 6 0	
Prize goods	463,362 14 4		725,665 10 5	
Imp. and exp. of England	12,114,644 8 8		13,851,670 10 3	
Imp. and exp. of Scotland	1,007,590 19 4	1,007,590 19 4	829,824 4 3	829,824 4 3
Total, Great Britain	13,122,235 8 0		14,681,494 14 6	

1784, January 14th—At the commencement of the ſeſſion of parliament another bill, for the better government and management of the affairs of the Eaſt-India company, was brought in by Mr. Pitt, who had lately been appointed firſt lord of the treaſury and chancellor of the exchequer. But, notwithſtanding the ſupport of adminiſtration, it was rejected by a majority of the houſe of commons on the ſecond reading (January 23d). As the ſame bill, with ſome trifling modifications, was afterwards carried through a new parliament in this ſame year, it is unneceſſary to go into any particular account of it here.

The peace between Ruſſia and Turkey in the year 1774 releaſed the Crim Tartars, who inhabit the coaſts of the ſea of Aſof, from their dependence upon the Turkiſh empire. But, though they thereby obtained a nominal independence, they in fact became ſubject to the empreſs of Ruſſia, who, after two ſucceſſive princes were ſet up by her influence, or authority, at laſt thought proper to accept a reſignation of the ſovereignty. The Turkiſh emperor did not view this uſurpation unmoved; and his preparations for reſenting it were ſupported by the courts of France and Spain, who declared they were determined, that no diſtant power ſhould ſend any hoſtile ſquadron into the Mediterranean to interrupt the trade of their ſubjects. It muſt have been exceedingly galling to the empreſs to ſee the principles of her own armed neutrality thus turned againſt herſelf, and that by the very powers who had been moſt benefited by it, but who now thought, they had as good a right to controul the navigation of the Mediterranean, as ſhe and her neighbours had to controul that of the Baltic. The empreſs, however, by dint of management, carried her point, even without bloodſhed, and the Turkiſh emperor formally ceded his pretenſions to all the countries on the north ſide of the Black ſea on the 9th day of January 1784. She loſt no time in modeling her new territories, in which her leading principles were holding out invitations to the Greeks, whoſe anceſtors ſhe affected greatly to revere, to migrate from the Turkiſh dominions into her own, and doing every thing to attract a great and flouriſhing commerce to her new ſea ports. In purſuance of the firſt of theſe objects, ſhe gave Greek names to ſeveral places. The capital of the new province of Catherinoſlaw was called Cherſon; the claſſic name of Taurica was revived, and ſuperſeded that of Crim; the antient name of Theodoſia* was reſtored to Caffa, and Acht-air became Sebaſtopolis. For the accompliſhment of the ſecond object, which ſhe had much at heart, ſhe iſſued an edict (February 22d), wherein, after premiſing, that it had ever been her wiſh to protect commerce in that entire freedom, which its various ſpeculations and turns ſo indiſpenſibly require, and that her late treaties with Turkey had removed the obſtructions to the freedom of navigation upon

* Theodoſia in antient times was celebrated as a port capable of containing a hundred veſſels. [*Strabo, L.* vii, *p.* 475.]

the Black ſea, ſhe announced her intention of extending the ſame freedom of commerce to that ſea, for which purpoſe ſhe declared Gherſon, Sebaſtopolis, and Theodoſia, free ports, with all the privileges enjoyed at Peterſburg and Archangel, for the admiſſion of the veſſels of all nations in amity with her to export the produce of Ruſſia, and import the produce and manufactures of other countries. She alſo promiſed the fulleſt enjoyment of religious and civil liberty to all tranſient traders and permanent ſettlers, with entire freedom to carry on commerce and manufactures, the traders paying the duties eſtabliſhed by the tariffs, and the maufacturers paying ſuch taxes as her other ſubjects pay, only that in caſe of leaving her dominions, they muſt pay taxes for three years to come.

March 5th—By an order of the king in council the buſineſs of the old board of trade and plantations, which was aboliſhed in the year 1782, was revived, and their functions were transferred to a committee of the privy council appointed by the king for the conſideration of all matters relating to trade and foreign plantations.

In the Eaſt-Indies the war was carried on with the greateſt fierceneſs and obſtinacy. But the events of it were ſuch as make me rejoice, that the plan of my work does not oblige me to enter into any detail of them. At laſt Tippoo Saib, the ſon and ſucceſſor of Hyder Ally, being deprived of the co-operation of his French allies by the arrival of the intelligence of the concluſion of the peace in Europe, and apprehending that he might have the Mahrattas for enemies inſtead of friends, conſented, though not without reluctance, to make peace (March 11th.)

By the treaty of perpetual peace and friendſhip between the honourable the Engliſh Eaſt-India company and the nabob Tippoo Sultaun, which was to be ſtrictly and invariably obſerved as long as the ſun and moon ſhall laſt,

Article 2) Tippoo engaged to evacuate the whole of the Carnatic, except the forts of Amboorgur and Satgur, and to ſet at liberty all priſoners, the company alſo liberating all priſoners detained by them.

3, 4, 5) The company reſtored Onore, Carwar, Sadaſhevagada, &c. and the forts and diſtricts of Caroor, Auracourchy, Daraparam, and Dindigul, to Tippoo, and ſome other forts and diſtricts to his allies. And Tippoo promiſed, as ſoon as theſe reſtorations ſhould be effected, to deliver Amboorgur and Satgur to the company, and thenceforth to make no claim whatever upon the Carnatic.

8, 9) The nabob Tippoo renewed and confirmed all the commercial privileges granted by his father to the company; and he promiſed to reſtore to them the factory and privileges they formerly enjoyed at Calicut, and alſo Mount Dilly with its diſtrict, as it formerly belonged to the ſettlement of Tellicherry.

The treaty was ſigned by the nabob, and by Meſſieurs Sadlier, Staunton, and Huddleſton, at Mangulore (or Codial Bunder) on the 11th of March 1784.

It is pleaſing to turn from the horrors of war, and the inſincerity of treaties, to obſerve, that the ASIATIC SOCIETY was eſtabliſhed at Calcutta in the beginning of this year by the learned and accompliſhed Sir William Jones, for the purpoſe of illuſtrating the hiſtory, antiquities, arts, and ſciences, of Hindooſtan, the antient inhabitants of which were, not improbably, in a great meaſure the teachers of the polite arts, of arithmetic, and of commerce, to thoſe nations, from whom the Egyptians and Greeks acquired the knowlege, which Europe has revered *them* as the authors of *.

March—In conſequence of the Iriſh poſt-office becoming independent of that of Great Britain, ſeveral regulations were enacted for the carriage of letters, newſpapers, &c. between the two kingdoms, and for the ſettlement of accounts between the two poſt-offices. [24 *Geo. III, ſeſſ.* i, *c.* 6.]

The act of the laſt ſeſſion [*c.* 49] for additional ſtamp duties was explained and amended, ſo that draughts on bankers, unleſs payable to the bearer, were ſubjected to the ſtamp duties; the receiver of the money was authorized to charge the expenſe of the ſtamp to the payer; and receipts for the purchaſe of the public funds, or the ſtock of the Bank, Eaſt-India company, and South-ſea company, or for the dividends of any of them, were exempted from ſtamp duties, as were alſo receipts for drawbacks and bounties, &c. [24 *Geo. III, ſeſſ.* i, *c.* 7.]

The act of laſt ſeſſion [*c.* 21] for bounties on the exportation of linen and cotton goods was now enacted to remain in force as long as the parliament of Ireland continues to give bounties on the exportation of the ſame articles. [24 *Geo. III, ſeſſ.* i, *c.* 14.]

March 22d—The truſtees for fiſheries, manufactures, and improvements, in Scotland advertized five premiums, from £60 to £20, for the largeſt quantities of cod, ling, tuſk, and ſun (or ſail) fiſh, caught upon the coaſt of Scotland, and properly cured; and ſeven premiums, from £15 to £3, for the greateſt quantities of oil made from ſun (or ſail) fiſh; the higheſt premium to be given for the largeſt quantity.

June—The diſtillation of ardent ſpirits from corn and melaſſes has, unfortunately for the health, the morals, and the induſtry, of the people, become a plenteous ſource of revenue to the government, and a great and flouriſhing manufacture in every part of Great Britain, and eſpecially in the metropolis, which together with its near neighbourhood pays about eleven twelfth parts of the whole duty collected in the united kingdoms. At Edinburgh the populace, having conceived that the

* I have already given ſome account of the ſtate of the arts among the antient Hindoos in the early part of my work.

high price of bread was owing to the vaſt conſumption of corn in the diſtilleries, riotouſly aſſembled, and attacked a large diſtillery at Canon-mills, and did conſiderable damage to it and ſome other diſtilleries in the neighbourhood of that city.

June 29th—While the affairs of the Eaſt-India company were under the conſideration of parliament, it was neceſſary, that they ſhould be enabled to make a dividend to the proprietors, for which purpoſe an act was now paſſed, authorizing them to pay a dividend at the rate of eight per cent per annum for Midſummer. [24 *Geo. III, ſeſſ.* 2, *c.* 2.]

July—The manufacturers being generally remiſs, or unwilling to expoſe themſelves individually to the revenge of the delinquents, in puniſhing breaches of the laws againſt frauds in the woollen manufactures, it was enacted that a committee of fifteen, to be choſen at a general meeting of the manufacturers in the county of Suffolk, ſhould ſuperintend the inſpectors, and enforce the laws againſt frauds and embezzlements, in a corporate capacity and at the expenſe of a common fund. [24 *Geo. III, ſeſſ.* 2, *c.* 3.]

By ſeveral acts of the parliament of Scotland in the reign of King Charles II the proprietors of certain manufactures were exempted from paying cuſtoms and exciſe on the importation of their raw materials. But the act of union having equalized all privileges, as well as all reſtraints, on trade and manufactures in the united kingdoms, doubts and law ſuits had ariſen between the officers of the revenue and two companies in Glaſgow, eſtabliſhed in the years 1674 and 1696 for manufacturing ſoap and cordage, concerning which the judges themſelves were equally divided in opinion. It was therefor determined by parliament, in order to guard againſt the abuſe of a privilege, which might be carried to an unlimited extent, and at the ſame time to do juſtice to the proprietors of the manufactures, to put an end to the exemption, and to give them a compenſation in money, together with a diſcharge from all the claims of the revenue officers. [24 *Geo. III, ſeſſ.* 2, *c.* 7.]

In order to pay off a number of outſtanding debts on account of the war, it was neceſſary to raiſe ſix millions by a loan, to which was attached a lottery for the further ſum of £360,000. For every £100 of the loan the ſubſcribers received £100 in the three-per cent conſolidated fund, and £50 in the four-per-cent conſolidated fund, together with a terminable annuity of 5/6 for ſeventy-five years and a half; and moreover ſix lottery tickets at £10 for every £1,000 ſubſcribed. [24 *Geo. III, ſeſſ.* 2, *c.* 10.]

An additional duty of one halfpenny per pound, with a further charge of five per cent on the amount, was impoſed on all candles made in the kingdom or imported, except thoſe made of wax or ſpermaceti. [24 *Geo. III, ſeſſ.* 2, *c.* 11.]

The governor and company of the bank of Scotland (uſually called the old bank) were authorized to increaſe their capital, with the ſame preference to the proprietors in the new ſubſcription, and proportional augmentations of the qualifications, as were directed by the act 14 *Geo. III, c.* 32. [24 *Geo. III, ſeſſ.* 2, *c.* 12.]

'Whereas ſeveral duties and reſtrictions, impoſed by various acts of 'parliament upon merchandize, are, by the alteration of the trade now 'carried on between this kingdom and foreign ſtates, in ſome caſes be-'come an unneceſſary burthen upon commerce, without producing any 'real advantage to the public revenue,' the duty called the *petty cuſtom*, and all other additional duties upon the goods of aliens, or ſtrangers-born *, over and above the duties payable by natural-born ſubjects, were aboliſhed; only that goods imported or exported in foreign veſſels continue to pay as before, and no alteration is made upon any duties granted by charter to the city of London. A duty of one per cent on all trade in the Mediterranean ſea beyond Malaga was alſo repealed: and the old ſubſidy was allowed to be drawn back on European or Eaſt-Indian goods carried to the Britiſh colonies in America. [24 *Geo. III, ſeſſ.* 2, *c.* 16.]

Additional duties of exciſe were laid upon paper, paſteboard, mill-board, and ſcaleboard, made in Great Britain or imported, to be rated according to the ſize and quality. [24 *Geo. III, ſeſſ.* 2, *c.* 18.]

The act [12 *Geo.* III, *c.* 50] for allowing oak bark to be imported on a low duty, when the price is £10 or more per load, which had been continued in the year 1777, was now further continued for five years; and ſeveral acts of parliament concerning manufactures of leather were extended to Scotland. [24 *Geo. III, ſeſſ.* 2, *c.* 19.]

In order to encourage the manufacture of hats, the exportation of the ſkins or wool of hares and conies was prohibited, and the importation of Turkey goat's hair was permitted free of any duty. [24 *Geo. III, ſeſſ.* 2, *c.* 21.]

Auguſt 13th—'For the better government and ſecurity of the terri-'torial poſſeſſions of this kingdom in the Eaſt-Indies,' it was enacted that his Majeſty ſhould be authorized to appoint one of the ſecretaries of ſtate, the chancellor of the exchequer, and four other members of the privy council, to be commiſſioners, during pleaſure, for the affairs of India, and that they ſhould have the ſuperintendence and controul over the civil and military government, and the revenues, of the territorial poſſeſſions in the Eaſt-Indies, and over the affairs of the Eaſt-India company, who, as ſubjected to their government and direction, ſhould

* 'This diſtinction between the duties upon 'aliens and thoſe upon Engliſh merchants, which 'was begun from ignorance, has been continued 'from the ſpirit of monopoly, or in order to give 'our own merchants an advantage both in the 'home and in the foreign market.' [*Smith's Wealth of nations, V.* iii, *p.* 346, *ed.* 1793.]

be obliged to ſubmit to their conſideration all their minutes and accounts, and alſo all their letters and diſpatches for India, which the commiſſioners are to return in fourteen days with their approbation, or diſapprobation, together with their reaſons for the later, under their hands, to the directors, who are to forward their letters, &c. ſo amended, to their ſervants in India.—In caſe of the directors neglecting, for fourteen days after requiſition being made by the commiſſioners, to lay before them their intended diſpatches, the later are empowered to prepare orders or inſtructions for the governments and preſidencies in India, and to ſend them to the directors, who are required to forward them to India, unleſs the board of commiſſioners ſhall, upon their repreſentation, conſent to make any alterations in them. The directors are alſo permitted, in caſe they think the commiſſioners are extending their authority to points not connected with the civil and military government or revenues, to petition the king in council, whoſe determination ſhall be final.—But in caſes, which in the opinion of the commiſſioners require ſecrecy, they are empowered to ſend their orders to a ſecret committee of three, to be choſen out of the directors, who, without imparting them to the other directors, muſt tranſmit them to the governments or preſidencies in India, and in like manner convey their anſwers from India, which muſt be addreſſed to the ſecret committee under ſeal, to the board of commiſſioners.—The board of commiſſioners have no power to appoint any of the ſervants of the company.—The number of the members of the ſupreme council at Calcutta was directed to be reduced to three (the reduction only to take place on the death or removal of one of thoſe now in office), and the commander in chief of the company's forces in India is to rank in the council next to the governor general.—The governments of Madraſs and Bombay are thenceforth to be veſted in a governor or preſident, with three members of council, at each, the commander of the forces in the preſidency being one, and poſſeſſing the rank next to the governor.—All perſons holding any civil or military employment under the company are liable to be recalled or turned out of office by the king, or the directors.—The directors are to ſupply all offices in their ſervice in India from their covenanted ſervants there, except thoſe of governors and commanders of the forces at Calcutta, Madraſs, and Bombay, to which offices they may appoint any perſons whatever.—The office of governor, in caſe of vacancy by death or removal, devolves upon the ſenior member of council, and not upon the commander of the forces, though next in rank to the governor, unleſs thereunto ſpecially appointed by the court of directors.—If the directors neglect for two months, after receiving notice of a vacancy, to fill it up, the king may appoint a proper perſon by his own authority; and the perſon ſo appointed has the advantage of not being liable to be recalled by any but the king.—The directors may, if

they pleaſe, appoint eventual ſucceſſors to the governor and commander of the forces at each ſettlement.—The orders and reſolutions of the court of directors, if approved by the board of commiſſioners, are no longer liable to be reverſed by a court of proprietors.—The governor-general and his council are inveſted with power to controul the other preſidencies in matters relating to the native princes, and to war or peace, or in any other matters to be referred to them by the board of directors; except in matters, upon which the ſubordinate preſidencies ſhall have received poſitive contrary orders from the court of directors or from the ſecret committee.—'And whereas to purſue ſchemes of 'conqueſt and extenſion of dominion in India are meaſures repugnant 'to the wiſh, the honour, and policy, of this nation,' the governor-general is prohibited from commencing hoſtilities, or entering into any treaty for making war, againſt any of the princes of the country, unleſs ſuch prince ſhall have begun hoſtilities, or made preparations for hoſtilities, againſt the company, or any prince or ſtate dependent upon, or under the guarantee of, the company.—The governors of the ſubordinate ſettlements are to tranſmit accounts of all their proceedings to the governor-general, as well as to the court of directors at home; and they are not to enter into any wars or treaties, except in caſes of ſudden emergency or imminent danger, without orders from him; and in caſe of diſobedience he is empowered to ſuſpend them and their councils.—The court of directors are directed to inquire into the debts of the nabob of Arcot, and to give orders, in concert with him, for eſtabliſhing proper funds for the diſcharge of ſuch of them as are found to be juſtly due; to ſettle the claims and pretenſions ſubſiſting between the nabob of Arcot and the rajah of Tanjore, according to the principles of the treaty between them; and to do juſtice to the native landholders of various deſcriptions, who have complained of extortion or oppreſſion.—The directors are alſo required to make every poſſible retrenchment in the expenditure of their eſtabliſhments in India; and they are reſtricted from ſending out any greater number of writers and cadets, or perſons in any other capacity, than may be neceſſary to keep up the proper complement of officers or ſervants upon the eſtabliſhment, agreeable to the returns of vacancies received from India.—All promotions, civil or military, in India, under the degrees of counſelors and commanders in chief, are in future to go on in the regular progreſſion of ſeniority, unleſs the governor of the ſettlement ſees urgent reaſons to act otherways, which reaſons, with all the circumſtances of the caſe, muſt be entered in the minutes of conſultation, and tranſmitted to the directors.—Henceforth no perſon is to go out in the capacity of a writer or cadet, whoſe age is under fifteen, or above twenty-two years, except officers, who have ſerved at leaſt one year in the army, the militia, or fencibles, who may be appointed, if not above twenty-five years of age.—All Britiſh

ſubjects, as well ſervants of the company as others, are declared to be amenable to the proper courts of juſtice, either in India or Great Britain, for all crimes and offences committed in India, in the territories of any of the native princes, or againſt them or any of their ſubjects, as much as if the crimes had been committed in the company's own territories.—All perſons, demanding or receiving preſents, are declared guilty of extortion, and liable to be puniſhed, and to forfeit the whole value of the preſent to the king: but perſons in the profeſſion of the law and phyſic, and clergymen, are allowed to accept their uſual fees.—The company are upon no account to releaſe, or compound with, any perſon, on whom ſentence or judgement has paſſed for any debt or penalty, or extortion or miſdemeanour, nor to reſtore any perſon, who has been removed from office by the ſentence of a court.—The governors are required to ſecure any perſons ſuſpected of illicit correſpondence, or of any action tending to infringe the peace or ſafety of the ſettlement, and to bring them to trial in India, or to ſend them to England.—'And for the better preventing, or more eaſily puniſhing, the 'miſconduct of the ſervants of the ſaid united company, employed in 'the ſettlements or affairs of the ſaid company in India, by a diſcovery 'of their eſtates and property on their return to Great Britain,' all perſons arriving from India, after the 1st of January 1787, are required to deliver upon oath in the court of exchequer within two months after their arrival, unleſs prevented by bad health, an inventory of their whole property (one copy to remain in the court of exchequer, and another to be kept by the Eaſt-India company), in order to be anſwerable to any complaints to be made within three years by the board of commiſſioners, the court of directors, or any ten proprietors holding conjunctly £10,000 of India ſtock; and any perſon, proved to have concealed any part of his property, to the amount of £2,000, ſhall forfeit his whole property, one half to the king, and the other to the company.—No perſon, having returned from India and reſided five years in Europe, ſhall be capable of again acting in any capacity in the company's ſervice, unleſs he has been detained by ſickneſs, or unleſs he ſhall be re-appointed by the court of directors and three fourths of a general court of propeietors.—Perſons, holding offices under the king or the company in India, accuſed of extortion or other miſdemeanours, are to be tried by a court conſtituted on purpoſe, agreeable to rules preſcribed at large in the act; and the depoſitions of witneſſes taken in India may be produced in evidence *. [24 *Geo. III, ſeſſ.* 2, *c.* 25.]

Auguſt 19th-20th.—This important act was accompanied by another, which indulged the company with permiſſion to make payment of the

* There were very keen debates in both houſes of parliament, while this bill was depending: but as they threw no light upon the commercial hiſtory of the company, I have not choſen to ſwell my work with any detail of them.

duties owing to government by two inſtalements at Midſummer and Chriſtmas 1785; made arrangements for the bills already arrived, or expected, from India; and laid down rules for aſcertaining the future dividends on a certain baſis, ſo as to obviate the neceſſity of applying to parliament every half year upon that buſineſs. [24 *Geo. III, ſeſſ.* 2, *c.* 34.]

The exciſe duty of eight pence a pound upon wax candles being found to promote ſmuggling in that article, it was lowered to three pence; and ſpermaceti candles were rated at the ſame duty. A duty of two pence a pound, with an addition of ten per cent upon the amount of it, was at the ſame time laid upon all wax imported. [24 *Geo. III, ſeſſ.* 2, *c.* 36.]

The rate of poſtage on letters carried by the general poſt was now increaſed: and in order to prevent frauds in franking letters, and alſo to circumſcribe the privilege of franking within narrower bounds, the members of parliament, and others having right to ſend letters free of poſtage, were required, not only to write the whole addreſs (as by the act 4 *Geo. III, c.* 24), but alſo to add the name of the poſt town from which the letter is ſent, and the date written in words, beſides the member's own name; ſo that the letter, if put into the poſt-office on any other day, is charged with the poſtage *. [24 *Geo. III, ſeſſ.* 2, *c.* 37.]

The damage ſuſtained by the fair dealer from the illicit trade carried on by ſmuggling was now grown to ſuch a height, eſpecially in the importation of tea, that it was computed, that ſcarcely a third part of the quantity of that article, conſumed in Great Britain, was fairly imported †. Tea, from the univerſal uſe of it in this country, the high premium for ſmuggling it, (high duties being the true premiums to ſmugglers ‡) and the convenient removal of it in ſmall handy parcels, was

* This improvement upon franking was ſuggeſted by Mr. Palmer, whoſe excellent plan of employing mail coaches will be noticed preſently.

† Mr. Richardſon, the accomptant of the Eaſt-India company, and author of the commutation plan, having ſtated the quantity of tea imported into all parts of the continent of Europe, on an average of nine years, 1772-80 to be 13,198,201 lb. ſays, that the beſt information procurable eſtimates the annual conſumption of tea on the continent to be at moſt only - - - 5,500,000

and therefor there muſt have been ſmuggled into the Britiſh dominions - - - - 7,698,201

(See Raynal's eſtimate of the teas in the year 1766, above, *V.* iii, *p.* 454.)

He eſtimates the quantity of tea annually conſumed in the Britiſh dominions to be at leaſt - 18,000,000

The quantity ſold by the Eaſt-India company (excluſive of private trade, then but trifling) on an average of ten years, 1773-82 5,742,464

Hence it is evident, that the large quantity of - - 12,257,536 pounds muſt have been ſmuggled, or factitious tea made of the leaves of aſh, ſloe, liquorice, &c.

‡ 'High taxes, ſometimes by diminiſhing the 'conſumption of the taxed commodities, and ſometimes by encouraging ſmuggling, frequently afford a ſmaller revenue to government, than what might be drawn from more moderate taxes.

'When the diminution of revenue is the effect of the diminution of conſumption, there can be but one remedy, and that is the lowering of the tax.

'When the diminution of the revenue is the effect of the encouragement given to ſmuggling, it may perhaps be remedied in two ways; either by diminiſhing the temptation to ſmuggle, or by increaſing the difficulty of ſmuggling. The temptation to ſmuggle can be diminiſhed only by the lowering of the tax.' [*Smith's Wealth of nations, V.* iii, *p.* 354, *ed.* 1793.]

perhaps of all others the moſt valuable article to the ſmuggler; and it is certain, that an encouragement to ſmuggle ſuch a leading article operates at the ſame time as an encouragement to bring many others along with it, which would not be brought at all, except, as it were, in the train of a more capital, or more convenient, article. The defalcation of the revenue by ſmuggling, which the committee of the houſe of commons eſtimated at not leſs than two millions a-year, was alſo an object, which powerfully attracted the attention of adminiſtration. It was therefor thought adviſeable to lower the duties on ſome of the articles, which compoſed the ſmugglers' cargoes, and eſpecially on tea, which was juſtly conſidered as the baſis of their whole trade. But, as it was uncertain, how far the increaſed conſumption of tea legally imported would make up for the diminution of the rate of duty, it was propoſed to raiſe at leaſt £600,000, the eſtimated amount of the intended reduction from the former duties, by a duty upon houſes, an object of taxation, which could not be ſecreted from the collectors of the revenue, as a *commutation* for the deduction from the tea.

It was therefor enacted, that the exiſting duties upon tea ſhould be repealed; and, inſtead of them, all teas, to be delivered from the warehouſes of the Eaſt-India company after the 15th day of September 1784, ſhould be charged with a duty of *twelve and a half per cent* computed upon the ſale price, which the company are required to receive from the buyers, and to pay to the collector of the cuſtoms. Teas, exported to any place to which a drawback is allowed, may be ſhipped from the warehouſes free of duty, or may draw back the whole duty, if it has been paid. And it being reaſonable that the 'company ſhould, in conſideration of the great benefit which may reſult to their commerce from the reduction of duties hereby made, contribute their utmoſt endeavours for ſecuring to the public the full benefit, which will ariſe from an immediate and permanent reduction of prices,' they were directed to make four ſales of tea every year, and to put up at leaſt 5,000,000 pounds at the firſt ſale, 2,500,000 pounds at the ſecond, and thereafter ſuch quantities as may be judged ſufficient for the demand. And that the company might take no advantage of the *real monopoly* of tea, which this act would throw into their hands, they were obliged to put up the teas at the four firſt ſales to be made after paſſing this act at the following prices, viz.

Bohea tea -	1/7,	Souchong and Singlo -	3/3,
Congo - -	2/5,	Hyſon - - -	4/11,

and to ſell them without reſerve, if but one penny per pound above theſe prices were offered. They were beſides at all times to keep on hand a ſufficient ſtock of teas for at leaſt one year's conſumption, and to put them up to auction at a price not exceeding the prime coſt and charges, including freight and inſurance, whereby their profit was made to conſiſt in the advance given by the buyers above the upſet price.

In conſideration of the ſaving made to the conſumers of tea, an additional duty was laid on all houſes (except thoſe exempted on account of poverty from paying to the church and poor) which is rated on the number of windows, and riſes by a progreſſion ſimilar to that in the former rates of the window duties.

At the ſame time the inland duties of exciſe upon coffee and chocolate nuts, which had been lowered laſt year, [*Act* 23 *Geo. III, c.* 79] were entirely aboliſhed; and an additional cuſtom was impoſed upon them, viz.

Cocoa (or chocolate) nuts of the Britiſh plantations, - 6*d*,
Of foreign growth - - - - - 1*s*6,
Coffee Britiſh - 6*d*, foreign 2*s*6,

per pound, with an addition of ten per cent computed upon the amount; theſe duties to be paid on the goods, if conſumed at home; but not to be paid at all, when they are intended for exportation, and are warehouſed under the keys of the revenue officers. [24 *Geo. III, ſeſſ.* 2, *c.* 38.]

This act conferred a moſt ſubſtantial benefit upon the Eaſt-India company: for the ingenuity of the Britiſh manufacturers was now making ſuch rapid progreſs in muſlins, calicoes, and other fabrics of cotton, ſilk goods, porcelain, &c. that there was a proſpect of there being ſoon very little demand for any of thoſe articles from the Eaſt. Tea has accordingly ſince the year 1784 become the moſt important article of their commerce, and the ſales of it have increaſed above threefold.

The company immediately ſet about ſecuring the advantages to be derived from the act; and in order, not only to increaſe their ſtock of tea in proportion to the enlarged demand, but alſo to cut off every opportunity of ſmuggling *, they bought up all the teas they could find in every part of Europe; the importers of which, having provided them chiefly for the ſupply of the ſmuggling trade to this country, were thereby relieved from what muſt have been in a great meaſure a dead ſtock in their hands, and could have no inducement to replace them by new importations from China †.

The commutation act was accompanied by another one, intended to ſuppreſs all the other branches of ſmuggling, which, the preamble obſerves, was now carried on by large armed veſſels, and by numerous gangs of ſmugglers on the land, who ſet the laws and the officers of the revenue at defiance. Any veſſel found at anchor, or hovering within the limits of any port, or within four leagues of the coaſt, unleſs com-

* It had been propoſed, though not finally enacted, that in caſe the company ſhould at any time take an unfair advantage of the public by raiſing the price of tea too high, the free importation of it from the continent ſhould be allowed.

† Under the year 1789 will be given a view of the number of ſhips belonging to European and American owners, which were that year at Canton, and under the year 1795 a review of the Britiſh and other ſhips at Canton during a period of ten years.

pelled by ſtreſs of weather, and having onboard any ſpiritous liquors in caſks of leſs than ſixty gallons (except for the uſe of the ſeamen, and that not exceeding two gallons for each), or having ſix pounds of tea, or twenty pounds of coffee, or any goods liable to forfeiture on importation; and any veſſel, not exceeding ſixty tuns burthen, having onboard any wine in caſks, are made liable to forfeiture; unleſs, the quantity of ſmuggled goods being very ſmall, it can be proved, that they were put onboard without the knowlege of the owner or commander. All cutters, luggers, ſhalops, and wherries, owned in whole or in part by Britiſh ſubjects, and built with clench work (or clinker-built), unleſs they are ſquare-rigged, or, being ſloops, have ſtanding bowſprits, and all veſſels, whoſe length exceeds three feet and a half for every foot in breadth (except lighters and barges for inland navigation), or carrying above two carriage guns, not exceeding four-pounders, and two muſkets for every ten men, are liable to forfeiture; unleſs they be in the ſervice of the public offices, or upon voyages from the Mediterranean, America, Africa, or India, or have a licence from the admiralty. Tea and ſpirits, removed without permit, are liable to be ſeized by the officers of the cuſtoms, as well as by thoſe of the exciſe: and any officer acting colluſively, or taking a bribe, is liable to a fine of £500, and to be incapacitated; and the perſon offering a bribe is alſo liable to a fine of £500. [24 *Geo. III, ſeſſ.* 2, *c.* 47.]

There was an unſettled, or floating, debt in conſequence of the war, due by the public, in navy and victualing bills and ordinance debentures to the amount of about fourteen millions, which were circulating at a heavy diſcount of from 15 to 20 per cent, and conſequently depreſſed the whole of the funds, inſomuch that the three-per-cent conſols (the ſtandard for all the others) which ſoon after the peace had got up to 69¾, had ſunk in January to 53⅞, and were now about 56 *. It was therefor determined to fund thoſe debts. But to avoid throwing in too great a quantity of new ſtock upon the market, which muſt have a bad effect upon the new loan, and upon the funds in general, the ſum was divided; and thoſe bills, which were made out before 30th June 1782, were now funded on the terms of £107 : 10 : 6 of a new joint fund, bearing an intereſt of five per cent, for every £100 †. [24 *Geo. III, ſeſſ.* 2, *c.* 39.]

Additional duties were laid upon all linens, printed, painted, ſtained, or dyed, in Great Britain: and duties were laid upon all ſtuffs made of cotton, or of cotton and linen mixed, and on licences for bleaching or dying them. [24 *Geo. III, ſeſſ.* 2, *c.* 40.]

* They continued ſtill to fall, notwithſtanding above ſix millions being now taken from the floating debt, till October 1784, when they were at 54⅝. After that they gradually roſe, and never fell ſo low again till the year 1797.

† Thoſe, who bought bills at 20 per cent diſcount, thus received £107 : 10 : 6, or an income of £5 : 7 : 6½ in return for £80, being an intereſt of about 6⅛ per cent. Or, if they ſold their ſtock at par, they had a profit of above 34⅜ per cent.

A great variety of regulations were made for preventing ſmuggling in the proceſs of diſtillation, and in the removal and ſale of ſpiritous liquors. An exemption from the exciſe duties, granted to the lands of Ferintoſh in Inverneſs-ſhire by the parliament of Scotland, was reſumed on payment of an equivalent to the proprietors. And ſeveral additional duties laid upon rum of late years were ſuſpended for two years. [24 *Geo. III, ſeſſ.* 2, *c.* 46.]

Additional duties of 2*ſ*9 per pound of 24 ounces on raw ſilk, and of 2*ſ* per pound of 16 ounces on thrown ſilk, payable upon importation, and of £1 : 1 : 0 per fodder or tun on lead, payable upon exportation, together with a further charge of ten per cent computed on the amount of thoſe duties, were now impoſed. At the ſame time various bounties, from 4*d* to 2*ſ*8 per pound weight, were allowed on the exportation of goods made of ſilk (except ſilk gauzes), or of ſilk mixed with other articles. [24 *Geo. III, ſeſſ.* 2, *c.* 49.]

The eſtates in Scotland, which had been forfeited by the noblemen and gentlemen engaged in the rebellion in the year 1745, were now reſtored to their heirs, they repaying the ſums which government had paid as debts upon them, when they were annexed to the crown. The money, to be thus paid, was deſtined to the patriotic purpoſes of completing the regiſter office for the reception of all the public records and papers of Scotland, of completing the great canal between the Forth and the Clyde, and of facilitating intercourſe in the Highlands by the conſtruction of roads and bridges. For the regiſter office £15,000 were allotted. £50,000 were added to the ſtock of the proprietors of the canal, who were reſtricted from making any dividends till all their debts are paid, including intereſt on their own advances as well as on this ſum of £50,000; after which the dividends ariſing from it are appropriated to conſtitute the fund for the Highland roads and bridges. [24 *Geo. III, ſeſſ.* 2, *c.* 57.]

Four ſeveral acts were paſſed this year for temporary prolongations of the act [23 *Geo. III, c.* 39] for preventing certain inſtruments from being required from veſſels belonging to the United ſtates of America, and veſting the king with powers to regulate the commerce with them. [24 *Geo. III, ſeſſ.* 1, *c.* 15; *ſeſſ.* 2, *cc.* 1, 23, 45.]

Notwithſtanding the great improvements upon the roads, whereby the ſeveral ſtage coaches, diligences, carriage waggons, &c. had of late years been enabled greatly to augment their ſpeed in conveying paſſengers and goods, the poſt ſtill continued to follow the old routine; and inſtead of being, as it ought to be, the moſt expeditious and ſafeſt conveyance, it was almoſt the ſloweſt and the moſt liable to be robbed. As a proof of this, it may be obſerved, that the diligences between Bath and London at this time ran the diſtance in about ſeventeen hours, while the poſt took forty hours; and on other roads the difference in

their rate of traveling was nearly in the ſame proportion. The natural conſequence of ſuch a difference in point of diſpatch was, that a very great number of letters were ſent by thoſe conveyances, the law being eaſily evaded by giving them the form of ſmall parcels.

Mr. Palmer, the comptroller-general of the poſt-office, obſerving that ſtage coaches were eſtabliſhed to every part of the kingdom, conceived that a more expeditious and ſafer conveyance of the letters than the preſent very defective carriage of them might be obtained, and that even at a ſmaller expenſe, by contracting with the proprietors of the coaches for the carriage of the mail, and exempting them from paying any tolls on the roads, they obliging themſelves to perform the journey punctually in a ſtipulated time, and carrying a guard all the way, who ſhould be paid by the poſt-office.

Mr. Palmer's ſcheme, after encountering the obſtructions uſually thrown in the way of innovations, whether good or bad, was made trial of; and the firſt mail coach ſtarted from the poſt-office for Briſtol on the evening of the 2^{d} of Auguſt. The ſuperiority of the conveyance with reſpect to ſafety and diſpatch ſoon became ſo evident, that the uſe of mail coaches has ſince been extended to every part of the three kingdoms; letters are diſpatched to moſt places from the general poſt-office every day; and they are carried in half the time, and to ſome places in a quarter of the time, they uſed to be upon the road. The ſuperior diſpatch alſo enables the poſt-office to ſend out the letters early in the day, and the office, in conſequence of that improvement, is ſhut at ſeven in the evening, inſtead of receiving letters till midnight.

Mr. Palmer was alſo the author of a number of judicious improvements in the internal economy of the poſt-office, in conſequence of which the buſineſs is tranſacted with a degree of regularity and expedition formerly unknown.

In conſequence of theſe important improvements the revenue of the poſt-office has been greatly advanced, and the public have been much better ſerved.

A town had been founded for the reception of the American loyaliſts at the mouth of the River S^{t}. John on the mainland of Nova Scotia, and on the weſt ſide of the Bay of Fundy, which was now not inferior to Shelburne (lately erected on the ſouth point of the peninſula of Nova Scotia) in point of population and advancement. It being thought expedient by government to divide Nova Scotia into two provinces, this new foundation was appointed, by the name of the city of S^{t}. John, to be the capital of New Brunſwick, which was the appellation beſtowed upon the weſtern part of the country, the name of Nova Scotia being henceforth reſtricted to the peninſula.

The ſtoppage, or pauſe, of the caiſſe d'eſcompte in Paris having excited more of the attention of Europe, than may ſeem naturally due to the

importance of a banking company, whoſe original capital was but half a million ſterling, it is proper now to obſerve, that the government of France interfered in their favour, and that that interference was not, as it ſometimes happens in like caſes, prejudicial, but of real ſervice, to the affairs of the company, who, though embarraſſed by their advances to government (which turned out to be the real and only cauſe of their diſtreſs) had never been inſolvent. The addition of about £125,000 ſterling to their capital by a new ſubſcription, together with ſome prudent regulations eſtabliſhed by the proprietors, in a very ſhort time reſtored their affairs, and raiſed them to ſo proſperous a condition, that in about ten months after their ſtoppage their ſtock roſe to the aſtoniſhing price of 235 per cent, a price almoſt ſufficient to make the public apprehenſive of a repetition of the Miſſiſſippi ſcheme (14th Auguſt).

During the war the French had been driven by neceſſity to admit the entry of foreign veſſels in their Weſt-India iſlands, that they might take all their own ſeamen onboard their ſhips of war, and that their iſlands might not be ſtarved by the total failure of the ſupplies, which ought to have been conveyed by their own merchant ſhips. And the Spaniards, in ſpite of their characteriſtic extraordinary jealouſy, were obliged to adopt the ſame expedient. But the temporary advantage was productive of conſequences permanently ruinous to their commerce, and to their naval power, which it was intended to ſupport. The Weſt-Indian produce, which ought to have gone home to France, was carried to America and other countries in return for proviſions, lumber, and manufactures. The merchants of France, thus thrown out of their trade, became bankrupts in great numbers. The national revenue deeply felt the loſs of the beſt branch of the national trade. And the navy, which at all times depended chiefly upon the Weſt-India trade for a ſupply of ſeamen, muſt have been laid up, if the war had continued another year. The French and Spaniſh governments, fully ſenſible of the very great diſtreſs, and of the ruinous policy, to which the neceſſity of their affairs had driven them, immediately after the preliminaries of the peace were ſigned, began to take meaſures for abridging, and ſoon after totally aboliſhing, the liberty they had given to foreigners in their Weſt-India ports. In March 1784 the French confined the Americans, who had hitherto been admitted in ſeveral ports of St. Domingo, to the one harbour of Cap Nicholas Mole; and at the ſame time limited their exports to the two articles of melaſſes and rum (taffia*), and threatened to ſeize all veſſels, which ſhould be found in any other port of the iſland after the 10th day of April, or which ſhould be found having onboard more

* In the French Weſt-Indies the taffia was made ſo exceedingly bad, in conſequence of the reſtrictions of the government, that the people of Cap Nicholas were very glad, when they could quietly get an opportunity of purchaſing a puncheon of Jamaica rum.

ſugar and coffee than would be neceſſary for their paſſage. In conſequence of the monopoly thus given to the Mole, the two articles of tolerated exportation immediately roſe there to an extravagant price.

But theſe regulations were ſoon after ſet aſide by a new arret, dated 30th Auguſt 1784, but not publiſhed till the 30th of November. By this order the Carenage at St. Lucia was continued a free port; and new ones were opened at St. Pierre in Martinique, Pointe a Pitre in Guadaloupe, and Cayes St. Louis in St. Domingo, Cap Nicholas Mole being thenceforth ſhut up. Foreign veſſels, of at leaſt ſixty tuns *, loaded with timber of all kinds, dye-woods, coals, live ſtock, ſalt beef (but not ſalt pork) ſalt fiſh, rice, legumes, raw or tanned hides, peltry, roſin, pitch, and tar, were allowed to enter in thoſe ports, and diſpoſe of their cargoes. And all veſſels ſo loaded, or in ballaſt, were permitted to take onboard only melaſſes and rum (taffia) and goods brought from France †, on paying the local duties, eſtabliſhed, or to be eſtabliſhed, in each colony, with a further duty of one per cent ad valorem on all imports and exports. A further duty of three livres was impoſed upon every quintal (or hundredweight) of ſalt beef, cod, or other fiſh, in order to form a fund for premiums to be given on ſalt cod and other fiſh from the French fiſheries; but ſalt meat, carried from France in French veſſels, was exempted from thoſe duties. In each free port commiſſaries, appointed by the reſident French merchants and the French commanders of veſſels, were empowered to watch over the ſtrict obſervance of this order, and, at their pleaſure, to viſit all veſſels at their arrival and departure.

It is evident from the whole tenor of this arret, that, while it profeſſedly holds out liberty and advantage to foreigners, it in fact only allows the importation of articles, which the iſlands may be in need of, and the exportation of articles, which are of no kind of uſe to themſelves, either in the Weſt-Indies or at home; the ſale of the goods imported being moreover entirely at the mercy of the reſident French merchants by virtue of the controuling powers veſted in *their* commiſſaries. A policy, founded on ſuch narrow principles of monopoly and ſelf-accommodation, could not be expected to produce any permanent commercial intercourſe, which can only flouriſh by the reciprocation of advantages, and the enjoyment of every degree of liberty conſiſtent with the ſimpleſt and eaſieſt commercial regulation.

The French, however, ſtill allowed Dunkirk, L'Orient, Bayonne, and Marſeille, to remain open as free ports to allure the envied trade of America to their own country. And, in addition to the permiſſion formerly granted to the citizens of the United ſtates of America, of touch-

* 'Du port de ſoixante tonneaux *au* moins." Qu. if it ſhould not rather be *ou* moins? and, if ſo, the tranſlation is, *not exceeding ſixty tuns*, the limitation of tunnage propoſed by the advocates for the admiſſion of American veſſels into our iſlands.

† This arret was, perhaps ignorantly, explained by ſome of thoſe who propoſed to inveſt the Americans with thefull enjoyment of the rights of Britiſh ſubjects in the Weſt-Indies, as giving them full permiſſion to take onboard every article of the produce of the French iſlands. How truely the reader of it may eaſily judge.

ing for proviſions at Bourbon and the Iſle of France in the Indian ocean, they now indulged them with the liberty of diſpoſing of their cargoes of American produce at thoſe iſlands, and loading with the commodities of the iſlands, or thoſe of the Eaſt-Indies and China in return.

The arrival of a ſloop loaded with Eaſt-India goods at New York this ſummer diffuſed great joy among the inhabitants of that city, who thought the importation of ſuch articles, without the mediation of European merchants, a ſplendid commercial acquiſition. The commander ſpoke highly of the civility of the Dutch at the Cape of Good hope, but complained that he had been very uncivilly treated at S^{t}. Helena *.

The rejoicing of the people of New York upon the arrival of an Eaſt-India cargo was not the only proof given by the inhabitants of the United ſtates of their eagerneſs to aſſume the character of a great commercial nation, and to go largely into diſtant foreign trade, contrary to the judgement of ſome of the wiſeſt of their fellow-citizens†. The legiſlature of Connecticut about this time made a law, conferring ſeveral privileges upon every perſon, who ſhould annually import goods from Europe, Aſia, or Africa, of the value of not leſs than £3,000; without paying any attention to exportation, which in the politico-commercial arrangements of all other nations is conſtantly the favourite object. And the congreſs about the ſame time recommended to the legiſlatures of the different ſtates a general reſolution to prohibit for fifteen years the importation and exportation of every ſpecies of merchandize in any veſſels belonging to foreign powers, not connected with the American ſtates by treaties of commerce. Though this prohibition was principally leveled againſt Great Britain, yet the French and Spaniards, as we have juſt ſeen, were not more indulgent to the commerce of America with their Weſt-India ſettlements.

The ſpirit of innovation, lately ſprung up in Ireland, had already been productive of conceſſions to that country, infinitely greater than had been expected or hoped for. It is the nature of ſuch popular ferments to run beyond the original object. Such was the effect of them in America; and ſuch it now appeared in Ireland‡. The freedom of commerce had not hitherto been productive of ſo many, or ſo great, advantages as had, perhaps too ſanguinely, been expected. Several of the Iriſh merchants, in their eagerneſs to enjoy the new-acquired advantages of

* Though I do not find when the firſt American voyage to India took place, there muſt have been at leaſt one earlier than this, as Mr. Coxe ſays, that the Philadelphians 'commenced the American trade with India and China.' [*View of the United ſtates, p.* 488.]

† For the ſentiments of Mr. Jefferſon, now (1801) preſident of the congreſs, ſee his *Notes on Virginia, pp.* 273-293, *ed.* 1787, or an extract in this volume, p. 26.

‡ The propoſals for reforming the parliamentary repreſentation and for releaſing the Roman-catholics from the reſtraints laid upon them by the caution, or jealouſy, of a preceding age, however important, do not come within the plan of this work.

foreign trade, ſeem almoſt to have forgot, that foreign trade can only be ſupplied from the *redundance* of capitals, commodities, and manufactures, over the demand for home conſumption; and, ſacrificing the greater object to the leſſer, precipitately puſhed all kinds of goods to America and other countries *, and were much diſappointed at finding their remittances ſlow and precarious. The conſequence was, that the manufactures of the country, which, next to agriculture, ought to be the firſt object of attention, as the baſis of all trade, were ſtarved for want of capital; and the operative manufacturers, with the lower claſſes of the community in general, were in the greateſt diſtreſs, and conſequently diſcontented and riotous. While things were in this ſituation, a great number of the people, miſapprehending the cauſe of the diſtreſs, and not adverting that a retaliation on the part of Great Britain muſt inevitably ruin their linen manufacture, took it into their heads, that, if foreign manufactures, including Britiſh, could be entirely ſhut out by high duties, thoſe of Ireland could not fail to flouriſh. The conſequence was, that a general outcry was raiſed for protecting duties, as they were called, which was ſucceeded by the adoption of non-importation agreements in every part of the country. So general was the voice of the people in favour of this expedient, that even the grand jury of the city of Dublin, who had uſually been under the influence of the court, on this occaſion gave their ſanction to the popular agreement: and the parliament of Ireland, though they refuſed to enact the protecting duties, laid duties on Britiſh refined ſugar, beer, wire, and printed calicoes, in order to give a preference to their own manufactures of thoſe articles. It was, however, ſcarcely poſſible, that every one ſhould reſiſt the temptation of advantage to be reaped by breaking through the non-importation agreement. But thoſe who ventured to tranſgreſs, as ſoon as they were diſcovered, were ſubjected by the populace to the American puniſhment of tarring and feathering †. A magnificent coach was alſo ſmeared over with tar, and covered with feathers, becauſe it was made by Mr. Hatchet of London: and it was ſaid to have been in agitation to treat the lord-lieutenant himſelf with a dreſs of this new ſpecies of Iriſh manufacture.

Great exertions were afterwards made by the parliaments of both kingdoms to produce a regular and permanent ſyſtem of commercial regula-

* Many of the Iriſh goods exported were of ſuch defective quality, owing to the infant ſtate of moſt of the manufactures, that the character, and conſequently the intereſt, of Iriſh manufactures and commerce were very much injured by their premature appearance in foreign markets. [See *Walker's Eſſay on the manufactures of Ireland, p.* 77.]

† I call it an American puniſhment in compliance with the general belief of the Americans being the inventors of it. But its origin is at leaſt as old as the expedition of Richard I to the Holy land. The doſe, when adminiſtered according to the royal preſcription, was much more ſevere than the modern democratic application; for King Richard ordered that thieves ſhould have *boiling* pitch poured over their heads, and then be covered with feathers, as a mark to know them by; beſides which they were to be caſt onſhore on the firſt land to be ſeen afterwards. [*Hoveden, inter Script. poſt Bedam, f.* 379 b.]

tions upon the principle of reciprocal advantage to both countries, as will appear in the hiſtory of the following year. The information, which was laid before the parliament in the courſe of that buſineſs, has enabled me to make up the following retroſpect of the commerce of Ireland from the commencement of the preſent reign down to the 25th of March * 1783, as extracted from the cuſtom-houſe books of Ireland; the ſums being of courſe in Iriſh currency.

IRELAND in the years ending 25th March	1761	1762	1763	1764	1765
exported to GREAT BRITAIN	£1,494,499	£1,649,295	£1,562,400	£1,682,196	£1,693,197
and imported from ditto	1,096,989	1,338,325	1,284,891	1,567,683	1,439,969
	†1769	1770	1771	1772	1773
exported to GREAT BRITAIN	£2,266,152	£2,408,839	£2,514,040	£2,405,507	£2,178,664
and imported from ditto	1,776,996	1,878,599	1,806,733	1,586,624	1,679,212

IRELAND exported to		Great Britain.	Brit. Colonies.	Rest of the world.	Totals.
Iriſh produce and manufactures		£2,113,850	£243,218	£444,976	
and foreign goods		3,835	16,784	10,682	
in the year ending 25th March	1774	2,117,685	260,002	454,758	£2,832,445
Iriſh produce and manufactures		2,376,518	247,141	492,055	
and foreign goods		3,340	19,569	4,414	
	1775	2,379,858	266,710	496,469	3,143,037
Iriſh produce and manufactures		2,547,461	253,839	438,097	
and foreign goods		3,751	10,960	6,641	
	1776	2,551,212	264,799	444,738	3,260,749
Iriſh produce and manufactures		2,547,133	298,612	258,694	
and foreign goods		5,164	32,765	5,764	
	1777	2,552,297	331,377	264,458	3,148,132
Iriſh produce and manufactures		2,712,492	273,730	239,359	
and foreign goods		5,654	27,286	4,280	
	1778	2,718,146	301,016	243,639	3,262,801
Iriſh produce and manufactures		2,252,977	224,820	224,247	
and foreign goods		3,682	16,203	5,186	
	1779	2,256,659	241,023	229,433	2,727,115
Iriſh produce and manufactures		2,381,235	301,402	320,614	
and foreign goods		3,664	2,849	2,414	
	1780	2,384,899	304,251	323,028	3,012,178
Iriſh produce and manufactures		2,180,215	342,078	358,137	
and foreign goods		7,191	5,246	3,167	
	1781	2,187,406	347,324	361,304	2,896,034
Iriſh produce and manufactures		2,699,826	344,279	331,588	
and foreign goods		9,941	4,271	10,694	
	1782	2,709,767	348,550	342,282	3,400,599
Iriſh produce and manufactures		1,937,892	381,617	584,223	
and foreign goods		51,398			
	1783	1,989,290	381,617	584,223	2,907,489

* That is the day, to which the annual accounts are made up in the cuſtom-houſe of Dublin.
† I have not obtained any ſatisfactory account of the exports in the years 1766-68.

IRELAND imported from in the year ending 25th March	Great Britain.	Brit. Colonies.	Rest of the world.	Totals.
1774	£1,711,175	£147,384	£599,474	£2,458,033
1775	1,739,544	185,216	583,656	2,508,416
1776	1,875,526	167,341	611,692	2,654,559
1777	2,233,192	130,622	760,115	3,223,929
1778	2,076,461	81,700	678,642	2,836,803
1779	1,644,771	71,036	480,128	2,195,935
1780	1,576,636	35,142	515,802	2,127,580
1781	2,432,418	43,276	647,337	3,123,031
1782	2,357,946	67,130	569,189	2,994,265
1783	2,214,337	118,145	679,289	3,011,771

Exports of the following articles from Ireland for the years ending 25th March

	1769	1770	1771	1772	1773	1774	1775	1776	1777	1778
Linen, . . yards	17,790,705	20,560,754	25,376,808	20,599,178	18,450,700	16,916,674	20,205,087	20,502,587	19,714,638	21,945,729
Cambrick . ——	100		1,163		30	421				
Beef* . barrels	205,368	208,269	201,010	200,829	215,191	187,494	192,452	203,685	168,578	190,695
Pork* . ——	40,039	43,947	42,519	44,713	51,112	52,328	50,367	72,714	72,931	77,612
Tallow . . cwt.	49,089	48,261	46,843	44,981	39,921	41,350	42,296	50,549	48,502	38,450
Hides, raw, . n°.	89,062	102,943	98,616	90,323	62,142	67,044	79,892	71,297	57,438	51,714
—— tanned, —	23,994	28,187	41,073	65,643	57,836	41,238	56,890	37,277	26,953	27,819
Butter . . cwt.	315,153	262,717	238,800	288,457	272,399	270,096	264,140	272,411	264,181	258,145

A view of the fiſh trade of Ireland has been already given in V. iii, p. 725.

The trade of Ireland with America and the Weſt-Indies does not appear to have hitherto become very conſiderable. The following are the principal, or largeſt, articles of the

Exports and Imports.

	1780	1781	1782	1783	1784		1780	1781	1782	1783	1784
Beef . . barrels	49,806	60,867	50,222	48,336	43,279	Sugar . . cwt.		7,384	18,681	33,869	27,492
Pork . . ——	42,205	29,470	29,408	38,292	29,252	Rum . . . gal.	332,489	69,473	157,053	29,074	153,592
Tallow . . cwt.	1,432	1,057	1,271	1,024	914	Cotton . . cwt.		829	311	1,105	981
Candles . . ——	3,287	4,610	6,344	6,644	8,522	Cacao nuts ——				335	
Soap . . ——	1,219	1,416	1,536	2,018	3,915	Indigo . . lb.	1,008	8,374	4,980	6,294	6,183
Shoes . . pounds	2,114	17,819	8,363	12,695	47,011	Tobacco . . —		325,942	295,834	789,087	3,076,824
Herrings . barrels	15,004	12,304	24,915	35,962	22,713	Tar . . barrels					653
Salmon . . tuns	35	76	73	70	63	Rice . . . cwt.		109			
Drapery, new, yds.	2,472	44,047	30,429	125,226	259,141	Pot-ashes . ——					226
—— old . —		2,399	3,851	24,588	28,450	Lint-seed . hds.	1,775	927	868	169	21,184
Frize . . . —		1,195	800	84	2,738	Train oil . . gal.	24,489	16,466	22,998	43,743	30,985
Flannel . . —		11,303	3,913	5,609	36,067	Barrel staves, . n°.	2,420	3,028	6,345	2,541	12,691
Linen . . . —	234,648	347,707	225,195	632,159	3,540,691	Bullion . ounces		109			

During theſe years Ireland had no concern in any trade with Africa.

Value of the goods of all kinds exported from Ireland to Great Britain in the years ending 25th March

	1774	1775	1776	1777	1778	1779	1780	1781	1782	1783
Linen . . .	£1,237,122	1,458,544	1,435,111	1,387,584	1,542,749	1,335,043	1,219,921	961,456	1,646,138	1,014,198
Linen yarn . .	175,166	183,593	216,915	178,190	168,653	214,020	254,220	223,215	169,126	214,878
Wool	503	1,004	530	867	833	1,939	1,082	552	1,482	1,031
Worsted and bay yarn . .	95,881	118,346	129,791	170,055	184,134	151,409	127,321	122,786	125,732	100,016
All other articles	605,178	615,032	765,114	810,436	816,124	650,564	778,691	872,206	757,346	607,769
Totals † . . .	£2,113,850	2,376,518	2,547,461	2,547,132	2,712,492	2,252,976	2,381,235	2,180,215	2,699,826	1,937,892

** The real exportation of proviſions from Ireland is very much increaſed in time of war by the demands for the navy, which do not appear in the cuſtom-houſe accounts. The unſteadineſs of the proviſion trade is one of the many reaſons, why it ſhould not be conſidered as the moſt important article of Iriſh commerce.

† A trifling exceſs or deficiency may be found in ſome of the totals, owing to the omiſſion of the columns of ſhillings and pence in this abſtract.

Quantities of the principal articles of export from Ireland to Great Britain in the years ending 25th March

		1780	1781	1782	1783	1784
Barley	quarters	855	668	948	15,728	4,683
Beans	———	933	393	844	353	
Malt	———	12		50		1
Oats	———	93,678	47,948	85,059	21,489	14,742
Peas	———	64	44	137	8	
Wheat	———	424	8,683	29,595	2,954	324
Hides, raw,	number	63,788	88,579	57,196	54,789	42,744
——— tanned	———	366	26	629	82	14
Linen, plain	yards	18,298,815	14,421,835	24,692,072	15,212,968	21,128,150
——— coloured	———			767		
Beef	barrels	89,697	94,701	67,245	78,108	31,867
Pork	———	49,301	72,871	48,851	44,408	15,610
Butter	cwt.	135,465	155,702	124,575	114,029	147,028
Wool	stones	2,165	1,104	2,965	2,063	2,264

Quantities of linen exported to all other countries.

Plain	yards	636,725	278,231	826,737	
Coloured	———		73,655	166,127	

The following is a more particular account of *the trade of Ireland with Great Britain* in the year ending 25th March 1783.

IRELAND exported to ENGLAND, and to SCOTLAND.

		Quantity.	Value.			Quantity.	Value.
Bacon hams and flitches			£4,586	Hams	cwt.	328	£491
Beef	barrels	68,491	102,737	Beef	barrels	9,617	14,426
Butter	cwt.	108,871	217,743	Bullocks and cows		233	1,165
Barley	quarters	14,758	23,613	Horses		376	2,256
Oats	———	15,742	7,674	Butter	cwt.	5,158	10,316
Wheat	———	2,954	6,498	Barley	quarters	630	1,008
Peas and beans	———	361	361	Oats	———	5,747	2,802
Flour	cwt.	6,146	4,610	Oat-meal	barrels	4,768	2,503
Herrings	barrels	823	617	Flour	cwt.	720	540
Salmon	tuns	53	639	Herrings	barrels	142	106
Glue	cwt.	746	1,244	Hog's lard	cwt.	62	93
Hog's lard	cwt.	3,575	5,362	Hides, tanned	nº.	47	78
Hides, tanned	nº.	335	558	——— raw	—	4,585	6,113
——— raw,	—	50,204	66,938	Linen	yards	990,261	66,017
Kelp	tuns	1,228	1,842	Linen yarn	cwt.	1,799	10,793
Linen	yards	14,222,707	948,180	Worsted yarn	stones	259	129
Linen yarn	cwt.	34,003	204,016	Pork	barrels	3,554	1,778
Cotton yarn	pounds	2,436	122	Calf skins	dozens	3,992	500
Worsted yarn	stones	66,418	99,627	Tallow	cwt.	626	1,253
Pork	barrels	40,856	61,284	Articles of less value			1,530
Rabbits fur	pounds	5,539	1,385				£123,897
Rape seed	quarters	3,283	5,335				
Silk manufactures,	pounds	229	1,145				
Calf skins	dozens	17,881	20,116				
Lamb skins	cwt.	2,216	4,986				
Goat and rabbit skins			390				
Tallow	cwt.	30,040	62,081				
Wool	stones	20,064	1,032				
Articles of less value, none of them being £1,000			10,072				
Total			£1,865,393				

IRELAND imported from ENGLAND, and from SCOTLAND.

	Quantity	Value.
Ale and beer . bar.	54,175	£54,175
Arms . .		1,039
Bark . . bar.	88,417	30,946
Battery . cwt.	1,159	8,401
Books . .		2,414
Bullion . . ounces	19,540	6,513
Bottles . doz.	38,755	6,657
Candle wick cwt.	491	1,595
Chalk . ——	2,241	2 241
Cheese . ——	3,628	5,441
Coaches, &c. .		3,422
Coals . tuns	220,285	165,214
Coffee . cwt.	482	4,824
Copper plates, &c.		7,253
Barley and malt qurs.	23,301	25,631
Wheat . ——	519	1,122
Oats, peas, beans, ——	1,360	1,372
Flour . . .		1,821
Drapery, new yards	409,084	51,135
——— old ——	371,702	260,192
Drugs . .		9,121
Alum . cwt.	2,572	1,672
Dye stuffs of all kinds		38,862
Earthen ware, including china		19,434
Herrings, barrels	1,030	1,030
Flax . . lbs.	2,014	3,527
Fustains . .		3,889
Glass . .		7,413
Currants cwt.	691	1,555
Spiceries . lbs.	78,069	7,636
Raw sugar cwt.	89,125	200,530
Loaf sugar ——	9,353	56,117
Gun-powder ——	396	1,288
Needles . M.	4,085	1,103
Pins . —	3,989	299
Threads . lbs.	3,437	3,725
Hats . N°.	3,913	2,935
Hemp . cwt.	2,193	1,670
Hops . ——	11,354	56,768
Hardware .		21,758
Iron . . cwt.	61,943	49,555
Ironmongery .		37,265
Lead in pigs cwt.	6,452	3,387
—— sheet ——	1,407	961
—— red and white	1,507	5,391
Carried forward . .		£1,178,319

	Quantity	Value.
Brought forward		£1,178,319
Linen, British, yards	26,189	3,929
——— coloured ——	6,853	1,371
——— kenting ——	39,145	3,914
Muslin . ——	37,192	6,609
Other linen drapery		1,281
Canvass ——	179,851	10,491
Lint-seed hhd.	680	2,041
Linen, cotton, and silk Brit. manufactures		118,921
Millinery . .		6,932
Printing stuffs .		2,450
Paper . .		1,415
Pressing paper . .		26,267
Pasteboard . .		4,700
Tin plates . .		2,460
Pot-ashes . cwt.	14,837	18,548
Ribands . .		7,707
Rock salt tuns	17,488	9,181
White salt bush.	629,160	41,944
Saltpetre cwt.	3,331	8,327
Seeds, clover, &c. .		6,275
Silk goods . .		50,214
Raw silk . lbs.	32,656	32,656
Thrown silk —	50,870	63,737
Rum . galls.	100,537	7,540
Stockings, cotton, p^{rs}.	23,396	3,119
Ditto, thread —	38,377	4,797
Ditto, worsted —	8,878	2,219
Ditto, silk, &c. —	3,015	1,233
Cyder . tuns	281	1,407
Tea . . lbs.	2,048,918	319,059
Tobacco . —	1,262,641	31,566
Tiles . . n°.	54,678	82,017
Toys . .		7,973
Upholstery .		6,314
French wine tuns	129	3,231
Timber, planks, staves, &c.		4,792
Wire . cwt.	1,348	5,354
Spanish wool ——	256	1,152
Beaver wool lbs.	1,977	1,779
Cotton . cwt.	2,611	10,446
Mohair yarn lbs.	25,706	3,856
Other yarns —	6,198	675
Articles of smaller amount		44,567
Total . .		£2,148,785

	Quantity	Value.
Ale and beer barrels	318	£318
Books . .		677
Coaches, &c. .		509
Coals . tuns	21,048	15,785
Wheat quarters	240	520
Flour . .		868
Drapery yards	11,500	1,535
Dye stuffs . .		2,245
Herrings . barrels	154	154
Ling . cwt.	281	1,266
Other fish . .		128
Raw sugar cwt.	10,116	22,759
Loaf sugar ——	519	3,113
Threads . lbs.	11,750	3,744
Horses . n°.	192	1,920
Iron . cwt.	3,144	2,515
Linen, British, yards	5,903	938
—— coloured ——	4,925	985
—— kenting ——	402,356	40,235
—— lawns ——	74,507	11,176
Other linen drapery		150
Canvass . yards	7,638	441
Linen, cotton, and silk Brit. manufactures . .		5,389
Millinery . .		1,714
Paper . .		1,018
Salt, all sorts . .		493
Seeds . .		425
Silk goods . .		9,020
Rum . galls.	20,414	2,206
Stockings, thread, p^{rs}.	22,233	2,779
Ditto, cotton, &c. —	519	82
Tobacco . lbs.	1,152,496	28,812
Upholstery . .		1,930
Timber, staves, &c.		806
Cotton . cwt.	94	377
Articles of small amount		4,639
Total		£171,671

	England.	Scotland.	Total.
Amount of imports	£2,148,785	£171,671	£2,320,456
Amount of exports	1,865,393	123,897	1,989,290
the balance being	£ 283,392	£ 47,774	£ 331,166

againſt Ireland in the trade with Great Britain this year: but the balance is more frequently againſt Great Britain.

From this account, compared with thoſe of the trade with other countries, it appears, that Great Britain is by far the beſt cuſtomer to Ireland, and that Ireland is alſo the beſt cuſtomer to Great Britain *.

The temporary depreſſions of the linen trade in the years ending 25th March 1781 and 1783 do not appear to have been at all owing to the American war; as we find the quantities during the other years of it not inferior to thoſe of the preceding years of peace. The deficiency in the year ending 25th March 1781 was occaſioned by the Iriſh non-importation agreement in 1779; and, as a long faſt produces an extraordinary appetite, the demand of the following year for Great Britain roſe beyond the level of any former one; and the ſlackened demand in the enſuing year was the natural and neceſſary conſequence of that glut.

The view, which has been given of the progreſs of the woollen manufacture of York-ſhire, (ſee above, p. 15.) ſhows, that its proſperity advanced during the war: and at Mancheſter the manufactures were ſo far from declining in conſequence of the war, that, in the opinion of ſome of the principal manufacturers, there was employment enough in the year 1780 for 10,000 hands more than could be found.

The linen manufacture of Scotland alſo continued to increaſe almoſt every year, as will appear from the following

Account of the quantity and value of linens ſtamped for ſale in Scotland, in the years ending

1st *November* 1774	11,422,115 yards	value	£492,056
1775	12,134,683	- -	561,527
1776	13,571,048	- -	638,873
1777	14,793,888	- -	710,634
1778	13,264,411	- -	592,023
1779	12,867,238	- -	551,148
1780	13,410,934	- -	622,188
1781	15,177,800	- -	738,483
1782	15,348,744	- -	775,100
1783	17,074,778	- -	866,983
1784	19,138,593	- -	932,617

* In making up this view of the Iriſh trade I have to acknowlege conſiderable obligations to the induſtrious reſearches of Lord Sheffield, who publiſhed his *Obſervations on the manufactures, trade, and preſent ſtate of Ireland*, while the Iriſh propoſitions were the general object of attention on both ſides of the water, with the intention of producing conciliatory and moderate ſentiments on both ſides by ſubmitting authentic facts, inſtead of theory and declamation, to the conſideration of all concerned.

The following table for the year 1782 ſhows, in what diſtricts of the country the chief branches of the linen manufacture are eſtabliſhed.

Shires.	Yards.	Medium price.	Value.
Forfar	6,742,387	8*d.*	£177,105
Renfrew	1,577,451	2*s* 1½	166,637
Lanerk	1,571,798	2*s* 1¼	165,578
Fife	2,360,740	9½	90,304
Perth	1,699,682	11⅝	81,195
Edinburgh	180,120	3*s*	27,229
The other ſhires in the ſouth part of Scotland	427,478		28,112
The other Lowland ſhires north of the Forth	432,516		26,470
The Highland ſhires including all the iſlands	356,572		12,470
Total	15,348,100		£775,100

In ſome of the remote ſhires, e. g. Catneſs and Sutherland, the *whole* value of the linen ſtamped, would ſcarcely ſupport the officer employed to ſtamp it, if his ſubſiſtence depended upon it. On the other hand it may be obſerved, that a very large quantity of linen is woven from yarn ſpun in families, which, not being for ſale, is never ſtamped. The quantity of ſuch houſehold linen in the ſhires of Edinburgh, Aberdeen, Ayr, Bute, Argyle, Stirling, Clackmannan, Bamf, and ſome others, is probably not leſs than the half, and the value much more than the half, of the linen ſtamped in thoſe ſhires.

This year no herrings appeared upon the coaſt of Sweden. But on the weſt coaſts of Ireland and Scotland the abundance of thoſe heaven-directed viſitors was inconceivably great. On the Iriſh coaſt the fiſhermen generally loaded their boats with a ſingle haul of a net, and each boat cleared £54 in the three months of the ſummer fiſhing, though the herrings were ſold during the firſt month (July) for about 10*d.* a thouſand, or from 4*d.* to 6*d.* for as many as a horſe could carry; though millions were boiled down for oil, and millions were thrown away. On the coaſt of Scotland as many herrings were caught in one inlet of the ſea, called Loch Urn in Inverneſs-ſhire, in ſeven or eight weeks, as, if they could have been brought to market, would have ſold for £56,000*; after which, the ſtock of ſalt and caſk being expended, the people, who

* The computation was made by Mr. Macdonell of Barriſdale, juſticiary bailie of that diſtrict. Such prodigious ſholes of herrings are pretty frequent in that loch. In the years 1767 or 1768, and in 1782, the loch was crammed ſo full of them, that thoſe in the rear drove many millions of the foremoſt ones, and along with them other fiſhes larger than themſelves, on ſhore. [See *Account of the preſent ſtate of the Hebrides by Doctor Anderſon, pp.* 11, 160.]

ſeem to have known nothing of the method of making oil of them, or were prevented by the want, or high price, of fuel, gave up the fiſhery. There are 'few years in which one or more of the lochs are not equally 'well ſtored with the herrings: but from the mode in which the fiſh-'ing has been hitherto carried on, it ſeldom happens that great benefits 'reſult from it to the natives.'

According to an account laid before the committee of the houſe of commons the following were the numbers of foreign veſſels and men employed in the herring fiſhery in the courſe of this ſummer *.

From various ports of Holland	166 veſſels carrying	2,265 men.
Emden (Pruſſian) -	44	616
Hamburgh and Altona	29	406
Dunkirk - -	7	70
Oſtend and Newport (in Flanders)	24	312
The Danes had alſo -	3 yaggers	24
and the Dutch - -	2 ſtore-ſhips	72
	275 veſſels carrying	3,765 men.

The lords of the treaſury, in order to obtain information upon the important ſubject of the fiſhery on the weſt coaſt of Scotland, this ſummer appointed Doctor Anderſon, a gentleman already diſtinguiſhed by his various publications upon ſubjects of rural economy and the means of exciting a ſpirit of national induſtry, to make a ſurvey of the coaſt, which he performed, and gave in his report of it; the ſubſtance of which, and of his evidence given before the committee of the houſe of commons for fiſheries, he publiſhed in *An account of the preſent ſtate of the Hebrides and weſtern coaſts of Scotland.*

In the courſe of the laſt twenty years a great number of journies to the ſame parts of the country, and for the ſame purpoſe, had been made by the patriotic Mr. John Knox†, who devoted the fortune, he had acquired in buſineſs, to the improvement of his country in planning improvements upon the herring fiſhery, the eſtabliſhment of towns upon the north-weſt coaſt of Scotland, and meliorating the condition of the

* The author of a pamphlet, publiſhed this year, ſays, 'There arrive *annually* in Braſſa ſound [in 'Shetland] between two and three hundred Dutch 'Iceland ſhips of 80 tons; two or three hundred 'Dutch herring buſſes; thirty Dunkirk herring 'buſſes; thirty from Oſtend; about thirty Daniſh; 'twenty or thirty Pruſſian; ſeveral jaggers; beſides 'Dutch and Britiſh Greenland ſhips.' * * * 'They 'pay nothing for anchoring ground, nor for the 'liberty of fiſhing on the Britiſh ſhore.' [*General remarks on the Britiſh fiſheries, by a North Briton*, p. 30.] I am not enabled to ſay, whether the numbers are generally ſo high as they are ſtated by this writer: but the numbers for this year, as taken from the parliamentary accounts, muſt be preſumed to be correct.

† This gentleman was for many years an eminent bookſeller in the Strand. He explored the ſeveral coaſts, which are the ſcenes of the fiſheries, no leſs than *ſixteen times* between the years 1764 and 1787. He died in the year 1790. His book, though ſomewhat loaded with extraneous matter, muſt be ever regarded by the friends of their country, and of humanity, as a noble monument of the public ſpirit and philanthropy of an undiſtinguiſhed individual.

people. He alſo communicated his ſuggeſtions to the public in *A view of the Britiſh empire, more eſpecially Scotland, with ſome propoſals for the improvement of that country, the extenſion of its fiſheries, and the relief of the people.*

It is ſome ſatisfaction to ſay, that the exertions of theſe two friends of the country were not entirely in vain.

In conſequence of the deſtruction of the plantane trees * in Jamaica by a dreadful hurricane on the 30th of July, the lieutenant governor was prevailed upon to iſſue a proclamation on the 7th of Auguſt, permitting the free importation of proviſions and lumber in foreign veſſels for four months. But, the time being ſo ſhort, very few American veſſels arrived, the ſmall ſupplies they brought ſold at enormous prices, and the inhabitants ſaw the horrors of famine approaching. Though the aſſembly earneſtly and repeatedly urged the lieutenant-governor, in conſideration of the very diſtreſſed ſituation of the iſland, to prolong the free importation till the end of March 1785, when, it was hoped, the proviſions then on the ground would be fit for uſe, he could not be brought to depart ſo far from his inſtructions as to grant their requeſt fully; but he ventured to enlarge the time till the end of January. The governors of ſome other Britiſh iſlands this year alſo found themſelves under a neceſſity of granting ſimilar indulgences to the proviſion trade of America.

This year the trade of all foreigners with China was in danger of being entirely cut off in conſequence of a mere accident. On ſome occaſion of ceremony the guns were fired onboard the Lady Hughes, a ſhip belonging to Britiſh ſubjects reſiding in India; and one of the guns being unfortunately ſhotted, ſtruck a Chineſe boat, and killed two of the people †. The viceroy of the province, who beſides the national contempt for foreigners in general, had a very unfavourable opinion of the Britiſh, alleged it was a wilful murder, and demanded the commanding officer, or the gunner, to be delivered up in order to be put to death. In vain the ſupercargoes repreſented the innocence of the parties, and endeavoured to convince him that accidental death ought not to be puniſhed as murder. The viceroy put a ſtop to all commerce with Europeans, and being reſolved on having a victim, ſeized one of the chief ſupercargoes of the Britiſh factory. So violent a ſtep alarmed all the Europeans in Canton, who immediately made a common cauſe of it. Their ſhips were numerous and ſtrongly armed. They prepared for hoſtilities: and the viceroy alſo collected a military force. In this criſis it was judged proper, in order to avoid extremities, and the probable total

* Plantanes are uſed as a ſubſtitute for bread in the tropical countries, and conſtitute the principal food of the negroes in the Weſt-Indies.

† So very cautious are the Chineſe on ſuch occaſions, that they point their guns perpendicularly up in the air. The crime of murder, except the tolerated deſtruction of infants, is very rare among them; and therefor even the appearance of it excites the greateſt horror and execration.

abolition of all future trade with the Europeans *, to give up the unfortunate gunner (for the commanding officer could not be found) upon ſome indirect aſſurance of ſafety. But the innocent man was inſtantly put to death. So very precarious is the tenure of ſo great an object as the trade with China, the ruling people of which, regardleſs of the vaſt quantity of bullion poured into their country by it, deſpiſe all traders, and hold the only foreigners known to them in a double degree of contempt, as traders, and as beings of an inferior nature to the Chineſe.

There belonged this year to all the ports

of England -	7,462	veſſels of the reputed burthen of	700,798 tuns,
and of Scotland	1,649	- - - -	92,349
Total -	9,111	- - -	793,147

There were entered this year in all the ports of Great Britain, from and to foreign countries, including repeated voyages,

	Britiſh.		Foreign.		Total.	
	Veſſels.	Tuns.	Veſſels.	Tuns.	Veſſels.	Tuns.
Inward	8,750	1,003,274	1,846	212,428	10,596	1,215,702
Outward	10,460	932,219	1,072	118,268	11,532	1,050,487

The net amount of the cuſtoms, including the Weſt-India four-and-a-half-per-cent duty, paid into the exchequer in the courſe of this year, was

from the cuſtom-houſe in London - -	£3,266,639	4	0
and from the cuſtom-houſe in Edinburgh -	60,000	0	0
Total net revenue of the cuſtoms of Great Britain	£3,326,639	4	0

There were coined at the mint in the courſe of the year

17,595 pounds of gold, value -	£822,126	7	6
and 65 pounds 4 ounces of ſilver, - -	202	10	11
	£822,328	18	5

* It could proceed from no diffidence of ſucceſs in a hoſtile conflict, that the Europeans ſuccumbed to the Chineſe viceroy. Neither they nor the Chineſe could forget, that, about forty years before, Commodore Anſon, with a ſingle weather-beaten ſhip had ſet the whole Chineſe power in Canton at defiance.

The official value of the imports and exports of Great Britain during the year 1784 was as follows.

Countries, &c.	Imported into ENGLAND.	Imported into SCOTLAND.	Exported from ENGLAND. British merchandize.*	Exported from ENGLAND. Foreign merchandize.†	Exported from ENGLAND. Total.	Exported from SCOTLAND. British merchandize.	Exported from SCOTLAND. Foreign merchandize.	Exported from SCOTLAND. Total.
Denmark, &c.	80,805 19 9	36,929 5 11	142,648 15 0	99,778 13 2	242,427 8 2	18,327 3 1	1,244 0 5	19,571 3 6
Russia	1,253,102 19 5	275,033 6 8	147,388 16 3	64,171 18 11	211,560 15 2	14,863 19 9	36 5 11	14,900 5 8
Sweden	174,201 15 2	39,800 9 6	29,208 10 7	20,275 0 7	49,483 11 2	1,662 17 11		1,662 17 11
Poland	515,249 16 1	57,739 2 8	44,397 14 10	20,727 13 2	65,125 8 0	2,294 18 4		2,294 18 4
Prussia		84,348 3 6				1,268 6 5		1,268 6 5
Germany	491,460 9 9	12,819 10 2	588,248 11 2	645,943 19 0	1,234,192 10 2	8,075 10 0	3,170 6 1	11,245 16 1
Holland	399,795 10 5	122,382 0 4	561,132 15 2	597,918 0 0	1,159,050 15 2	78,377 13 3	40,051 17 10	118,429 11 1
Flanders	207,931 18 4	1,147 3 10	390,874 10 8	301,543 9 3	692,417 19 11	2,015 11 10		2,015 11 10
France	139,787 0 11	1,781 2 7	143,748 11 11	150,021 15 11	293,770 7 10	1,406 6 10	12,822 19 2	14,229 6 0
Portugal	350,181 14 5	20,353 8 5	479,030 11 5	12,769 17 1	491,800 8 6	2,855 14 6	916 3 5	3,771 17 11
Madeira	2,445 2 4		12,259 19 8	7,061 2 1	19,321 1 9			
Spain	637,337 9 11	9,188 11 0	754,462 17 6	47,782 5 6	802,245 3 0	6,428 0 0	16 13 7	6,444 13 7
Canaries	4,840 0 11		5,101 0 5	49 6 6	5,150 6 11			
Straits			206,663 19 3	351 7 1	207,015 6 4			
Gibraltar	1,421 12 6		50,339 8 9	1,814 1 0	52,153 9 9	270, 15 0	416 3 9	686 18 9
Italy	660,789 3 2	2,335 13 4	402,778 8 4	70,032 15 11	472,811 3 5	1,931 16 0		1,931 16 0
Venice	57,878 14 2		14,395 2 4	4,708 13 6	19,103 15 10			
Turkey	75,167 17 1		35,338 3 10	7,714 9 10	43,052 13 8			
Ireland	1,522,883 10 0	255,101 5 5	620,692 14 3	788,778 12 3	1,409,471 6 6	151,925 16 6	73,171 9 1	225,097 5 7
Mann	13,045 2 3	201 4 7	37,802 15 1	13,628 11 7	51,431 6 8	228 18 0	2,514 17 6	2,743 15 6
Guernsey, &c.	35,331 18 0	1,958 7 4	68,821 14 0	15,621 7 3	84,443 1 3			
Greenland	54,050 9 7	7,980 0 0						
West-Indies, &c. United states	701,189 3 2	48,140 3 10	3,128,417 1 0	231,447 5 6	3,359,864 6 6	300,540 5 4	19,063 7 0	319,603 12 4
West-Indies, &c. British colonies‡	177,733 18 6	2,226 13 5	582,161 17 11	122,988 16 11	705,150 14 10	45,382 18 9	9,746 10 10	55,129 9 7
West-Indies, &c. British	3,222,464 4 6	173,141 11 11	961,072 17 8	106,848 7 11	1,067,921 5 7	120,298 10 11	8,575 15 10	128,874 6 9
West-Indies, &c. Foreign	136,079 19 11		29,752 13 2	1,364 10 4	31,117 3 6			
East-Indies	2,996,652 2 11		700,149 15 6	30,708 8 1	730,858 3 7			
Africa	119,152 0 1		360,012 12 5	163,973 3 9	523,985 16 2			
North^n^. & south^n^. fishery	4,746 11 5			179 17 7	179 17 7			
Prize goods	83,643 11 7			140,110 8 0	140,110 8 0			
Totals	14,119,369 16 6	1,153,507 4 5	10,496,901 18 1	3,674,687 17 8	14,171,589 15 9	758,155 2 5	171,746 10 5	929,901 12 10

Summary.

			Britiſh merchandize.	Foreign merchandize.	Total.
Imports of	England	£14,119,369 16 6			
	Scotland	1,153,507 4 5			
Totals		£15,272,877 0 11			
Exports of	England		£10,496,901 18 1	£3,674,687 17 8	£14,171,589 15 9
	Scotland		758,155 2 5	171,746 10 5	929,901 12 10
			£11,255,057 0 6	£3,846,434 8 1	£15,101,491 8 7

* Under the title of *British merchandize* are comprehended alum, bark, cattle, coals, metals, corn, hops, fish, salt, and, in short, every kind of native production, together with all the manufactures of Great Britain of every kind.

† *Foreign merchandize* comprehends all goods imported from the British dominions in the East and West Indies, and even from Ireland, Guernsey, &c. as well as those brought from foreign nations.

‡ The Bahama and Bermuda islands in the West-Indies are still classed with the British continental colonies in the books of the custom-house.

1785, January—The winter herrings, inſtead of ſetting in, as uſual, upon the north-weſt coaſt of Ireland in the middle of October, and remaining till January, did not make their appearance there this ſeaſon till the 30th of December. Though there remained then but a few days of the uſual fiſhing ſeaſon, yet, by the Iriſh fiſhery being exempt from the many reſtrictions by which the Britiſh fiſhery was cruſhed down, 300 buſſes, with the help of 450 * boats belonging to that part of the country, in the courſe of a fortnight made their full cargoes of herrings; which, owing to the failure of the winter fiſhing on the coaſt of Scotland, and the total failure this year of the Swediſh fiſhery†, came to an excellent market.

After the ceſſation of hoſtilities the ſovereigns of Europe ſet themſelves with the moſt earneſt zeal to promote and extend the commerce of their dominions, the ardour of attention, which princes uſed formerly to beſtow upon objects of ſuperſtition or aggrandizement of territory, being now transferred to, and almoſt engroſſed by, this new purſuit. The natural conſequence of ſuch a prevailing ſpirit was a number of new commercial treaties. By one of theſe, entered into in the year 1784, the French were admitted to the rights of denizenſhip, of eſtabliſhing factories and warehouſes, and of carrying on a free trade in French or Weſt-India goods, in Gottenburgh, which by the excellence of its harbour, and its poſition without the Sound, is the moſt valuable port of Sweden; and to export whatever they pleaſed; both imports and exports being, either in French or Swediſh veſſels, at their pleaſure. In return for theſe favours France ceded to Sweden the iſland of St. Bartholemew in the Weſt-Indies: and the king of Sweden in the beginning of this year declared his new Weſt-Indian territory a free port; which, indeed, is the only way it can be rendered of any uſe, as the iſland is ſmall, deſtitute of a good harbour, the ſurface of it encumbered with rocks and barren ſands, producing in ſome few ſpots a trifling quantity of cotton, and not even that in years of drought, there being neither ſpring nor river, nor a drop of freſh water, but what falls in rain from the clouds.

March 7th—The proprietors of the plate-glaſs manufactory in a petition to parliament ſet forth, that their glaſs was now in all reſpects equal to that of France, where the manufacture is not only wholely exempted from duty, but alſo endowed with many privileges; while they are obliged to pay duty even upon the waſte glaſs, which they offered to prove they had done to the amount of £7,000. They com-

* The Iriſh fiſhers in the buſſes have their free option to make their cargoes as they can, either by catching the herrings themſelves, or purchaſing them from others.

† The Iriſh parliament, finding the duty of 4*s* a barrel, impoſed in the year 1777 on Swediſh herrings, inſufficient to prevent the importation of them, this year raiſed it to 10*s*. But the high duty had the uſual conſequence of encouraging ſmuggling. The parliament of Ireland alſo *gave a premium* to the amount of £200 on the ſalt conſumed in the fiſhery from June 1784 to June 1785: and they gave a variety of other premiums to a very great amount for the encouragement of the various branches of the fiſhery.

plained, that by this, and other hardſhips inſeparable from a new undertaking, they had never yet been able to make any dividend, though they had expended £100,000; and they prayed, that they might at leaſt be relieved from paying duty upon the waſte glaſs.

April—The following tranſaction, ſo honourable to the gentlemen concerned, ought not to be ſuppreſſed in a hiſtory of commerce. The merchants of Cork, underſtanding that the long continuance of eaſterly winds had reduced many veſſels, which were then near the coaſt of Ireland, to great diſtreſs for want of proviſions, immediately ſet on foot a ſubſcription, which was inſtantly, and liberally, filled: and then they diſpatched a confidential perſon in a faſt-ſailing cutter, loaded with beef, pork, bread, water, and freſh proviſions, with inſtructions to cruiſe off Cape Clear, and to give relief to all veſſels in diſtreſs, whatever nation they might belong to. And he was particularly charged by no means to accept any thing in return, the pleaſure of doing good being the ſole gain his generous employers propoſed to themſelves from this voyage of philanthropy.

This ſpring the inhabitants of Nova Scotia were afflicted with a ſcarcity of proviſions, approaching to a famine; and the magiſtrates of Shelburne repeatedly made urgent applications for relief. Such a ſcarcity, though only temporary, ſeems to prove, that there cannot, for ſome time at leaſt, be any dependence for a ſupply to our Weſt-India iſlands upon that colony. The diſtreſs was, no doubt, augmented by the rapid influx of inhabitants, who had in the courſe of a year increaſed from twenty-ſix, to ſixty-ſix, thouſand; an augmentation of conſumers, with which the increaſe in the cultivated produce of the country could not immediately keep pace. But it was not long before the tide of population began to ebb. The agricultural people from the ſouthern, or middle, provinces were diſcouraged by the protracted rigours of a winter of ſeven months; and the other claſſes of inhabitants found the trade and fiſheries leſs productive than they had expected; whence it followed, that people of all deſcriptions gradually left the province in onſiderable numbers.

March—When the ſettlers upon the iſland of Newfoundland were in great diſtreſs for want of proviſions in the beginning of the year 1784, ſome Britiſh veſſels brought them a ſupply from the United ſtates of America. Admiral Campbell, the governor of Newfoundland, thereupon called a council to determine, whether proviſions ſo imported might be admitted to entry in a Britiſh colony; and they decided that the proviſions might be imported. But in order to avoid ſuch uncertainty in future,

An act was paſſed which allowed bread, flour, and live ſtock, and no other articles upon any pretence whatſoever, to be imported into Newfoundland and the adjacent iſlands from the United ſtates of America

in Britiſh veſſels, navigated according to law, and furniſhed with licences from the commiſſioners of the cuſtoms in Great Britain, which were to be in force during ſeven months. And, this act being temporary, or experimental, ſuch licences were to be granted only till the 30th of June 1785. [25 *Geo. III, c.* 1.]

The acts for preventing certain inſtruments from being required from veſſels belonging to the United ſtates of America, and for veſting the king with powers to regulate the commerce with them, were continued in force till the 5th of April 1786. [25 *Geo. III, c.* 5.]

May 13th—New regulations were enacted for the diſtillery in that part of Scotland, which lies north from the Firths of Clyde and Tay. [25 *Geo. III, c.* 22.] But they were ſoon ſuperſeded by newer ones.

In the beginning of the year the manufacturers of Mancheſter and its neighbourhood gave in a memorial to the lords of the treaſury, praying for a repeal of the act of laſt ſeſſion impoſing a duty on bleached and dyed cotton goods. There was alſo preſented to the houſe of commons a ſtrong petition, remonſtrance, or memorial, by the operative weavers of Glaſgow and its neighbourhood, 'for themſelves and for 'the advantage of after ages,' againſt the ſame duties, which they called unpopular, unwiſe, and ruinous. They ſet forth the toil and riſk of eſtabliſhing thoſe manufactures, which, being yet in their infancy, had not in moſt caſes paid the firſt coſt of providing the machinery. They conſidered the duties as operating in favour of the Eaſt-India company, who bring their goods from a country producing the raw material and every article uſed in the manufacture, and where labour is exceedingly cheap; whereas here ſeveral of the raw materials are loaded with duties, and labour is already ſo high, that any further burthens upon the manufacture muſt produce emigration and depopulation with all their uſual attendant miſeries; or the many thouſands, depending upon the linen and cotton manufactures, muſt be reduced to a ſtarving condition. And they called upon parliament, 'as Heaven's truſtees for the nation,' and 'the ſtewards of the nation,' to redreſs grievances, and to do equal juſtice to all ranks and claſſes of mankind.

In compliance with theſe petitions, or for other reaſons, parliament repealed the duties on ſtuffs made of cotton, or of cotton and linen mixed, and on licences for bleaching and dying them, impoſed by the act *c.* 40 of laſt ſeſſion. [25 *Geo. III, c.* 24.]

As it might be doubtful, whether the term of eighteen months, allowed for the removal of Britiſh property from the iſlands ceded to France by the treaty of peace, was to extend to ſhips ſailing, but not arriving, within the limited time, it was enacted, that veſſels cleared out from Tobago on or before the 31st of December 1785 ſhould be admitted to import the produce of that iſland into this kingdom on paying the Britiſh plantation duties. [25 *Geo. III, c.* 25.]

June 13th—An annual tax, of from ſix pence to two ſhillings in the pound of the rent, was impoſed on all ſhops throughout Great Britain, from which baker's ſhops, warehouſes for wholeſale only, and manufacturing ſhops were exempted, ſo that the tax fell entirely upon the retail ſhopkeepers *. [25 *Geo. III, c.* 30.]

The remainder of the navy bills, and other ſuch floating public debts, were now funded, and added to the five-per-cent joint fund created laſt year by funding the firſt diviſion of them. But the general price of the funds being lower now than then, the proprietors received £111:8:0 for every £100. [25 *Geo. III, c.* 32.]

Doctor Edward Bancroft, having diſcovered a method of applying certain vegetable ſubſtances of the growth of America to the purpoſes of dying, ſtaining, printing, and painting, the parliament granted him the excluſive ſale of them in England and Wales for fourteen years. [25 *Geo. III, c.* 38.] Such diſcoveries are of great conſequence to commerce. The ſuperiority of a colour is ſufficient to ſecure an extenſive ſale to the goods dyed or printed with it.

The woollen manufacturers in the counties of Bedford, Huntingdon, Northampton, Leiceſter, Rutland, and Lincoln, and the iſle of Ely, being expoſed to great damage by the fraudulent practices of the people employed by them, regulations, nearly ſimilar to thoſe enacted in the preceding ſeſſion [*c.* 3] for the county of Suffolk, were now enacted for thoſe counties †. [25 *Geo. III, c.* 40.]

July 4th—The earl of Dundonald, having made great improvements in the art of extracting tar, pitch, &c. from coals, had taken out a patent in the year 1781, and in order to carry on ſo important a buſineſs on a large ſcale, had taken ſome gentlemen of large capitals into partnerſhip, and entered into extenſive contracts and heavy expenſes. But, his partners having failed to make good their engagements, he found himſelf involved in difficulties, which threatened to be ruinous to his paternal eſtate. Other gentlemen of property were deſirous of being connected with him, if the excluſive patent could be enlarged, for which purpoſe a petition was preſented to parliament on the 4th of March. And it being proved by the evidence of men of ſcience, and of naval officers who had uſed Lord Dundonald's coal tar, that his proceſs was a great improvement upon the method diſcovered in the year 1779, the parliament veſted in him and his heirs, &c. the ſole uſe and property of his method of extracting tar, pitch, eſſential oils, volatile alkali, mineral acids, ſalts, and cinders, from pit coal, throughout the whole of the Brit-

* The ſhop tax was moſt loudly complained of as oppreſſive and partial, the greateſt part of the tax for the whole kingdom being paid by the ſhops of London and Weſtminſter.

† Both theſe acts contain much local and technical matter, the detail of which could only be intereſting, or indeed intelligible, to thoſe concerned in the manufactures, who conſequently need no information upon the ſubject.

iſh dominions for twenty years. [25 *Geo. III, c.* 42.] This is a moſt valuable diſcovery to a maritime country, as it puts it out of the power of foreigners to extort ſuch prices for naval ſtores in time of war, as they have formerly done. The earl of Dundonald alſo deſerves the gratitude of his country for another important improvement in the method of purifying ſalt for the purpoſes of curing fiſh, meat, and butter, which he publiſhed in a pamphlet entitled *Thoughts on the manufacture and trade of ſalt, on the herring fiſheries, &c.* If once we can rival the Dutch in the method of curing our herrings, we *may be* ſuperior to them in every other advantage reſpecting that great national ſource of opulence and maritime power.

The practice of making inſurances on veſſels or merchandize without ſpecifying the names of the parties, on whoſe account ſuch inſurances were made, being found productive of many evils and inconveniencies, it was ſtrictly prohibited; and all ſuch blank policies were declared to be null and void. [25 *Geo. III, c.* 44.]

In order to check fraudulent practices in making cordage, ſo dangerous to the lives of ſeamen and the property of merchants, ſeveral regulations were enacted for diſtinguiſhing the various qualities of cables and ropes, as alſo penalties on the commanders of veſſels (excepting thoſe from the Eaſt-Indies) neglecting to make entry of foreign cordage imported by them. [25 *Geo. III, c.* 56.]

The mail coaches, agreeable to Mr. Palmer's original plan, and alſo agreeable to the acts of parliament for ſome particular roads, were now exempted from paying tolls on any road in Great Britain. [25 *Geo. III, c.* 57.]

The fiſhery of pilchards, which uſed to be an object of very conſiderable importance in the ſouth-weſt part of England, having declined of late, the bounty was raiſed from 7*ſ* to 9*ſ* on every caſk (meaſuring 50 gallons) of pilchards exported between the 25th of June 1785 and 25th June 1786. [25 *Geo. III, c.* 58.]

There was a lottery this year for 50,000 tickets, which were ſold at £13 each, whereby government had a profit of £3 on each ticket, being in all £150,000. [25 *Geo. III, c.* 59.]

The abatement of duty, hitherto allowed as a compenſation for the waſte upon ſalt, being thought too great, it was now reduced. Rigorous penalties were inflicted upon perſons convicted of ſmuggling ſalt. The permiſſion to uſe foul ſalt as manure, on paying a low duty of four pence a buſhel, was totally reſcinded, as being liable to abuſe. Fiſh-curers were prohibited from dealing in ſalt. And ſtricter regulations were made for preventing frauds in uſing ſalt for curing fiſh. [25 *Geo. III, c.* 63.]

'Whereas the extending and improving of the Britiſh fiſhery hath 'been frequently declared by parliament to be of great importance to

'this kingdom, inaſmuch as it not only adds conſiderably to the 'national wealth, but is moreover a fruitful nurſery of able ſeamen for 'the public ſervice;' ſeveral alterations were now made upon the fiſhery laws. Buſſes or veſſels above eighty tuns burthen, which had hitherto been totally excluded from the bounty, were now allowed to receive bounty for eighty tuns. The fiſhing veſſels were now alſo relieved from the hardſhip of making a ſuperfluous circuitous paſſage merely for the purpoſe of muſtering at a rendezvous, and were permitted to proceed directly to the fiſhery any time between the 1st of June and the 1st of October. They were permitted to employ the ſalt, ſhipped for curing herrings, in curing cod, ling, or hake; ſuch cod, ling, or hake, however, not being entitled to any bounty on exportation, and to be diſtinguiſhed by part of the tail being cut off. The buſſes were now allowed to purchaſe freſh herrings, cod, ling, or hake, from any boats belonging to Britiſh ſubjects*; and alſo to ſhip their fiſh on-board other veſſels, for the ſake of obtaining the earlieſt ſale for them, under certain regulations. But veſſels, which do not *bona fide* catch their cargoes of herrings themſelves, or which return into port in leſs than three months, computed from the time of firſt ſhooting their nets, with leſs than a full cargo, are not entitled to any bounty. 'And for reviving and encouraging the fiſheries in the North ſea,' and in the neighbourhood of Iceland, veſſels bound to that fiſhery were allowed to have Britiſh ſalt free of duty, under the reſtrictions impoſed upon other fiſhing veſſels reſpecting ſalt; North-ſea fiſh, however, not being entitled to any bounty on exportation. A vaſt multitude of reſtrictions and regulations are added for preventing impoſitions on the revenue by diſpoſing of the ſalt for any other uſe than that of the fiſhery. [25 *Geo. III, c.* 65.]

The manufactures in iron and ſteel being objects of great importance, the exportation of any of the tools or engines uſed in them, or of models or plans of ſuch, was prohibited under the penalty of one year's impriſonment and a fine of £200, beſides forfeiture of the articles ſhipped, or proved to have been intended to be ſhipped. The ſame fine

* The act, which prohibited the buſſes from buying fiſh from the country boats, in fact paſſed ſentence of ſtarvation upon the poor Highlanders of the weſtern coaſt, whoſe advantage, from the bleſſings ſo copiouſly offered them at their doors by the goodneſs of Providence, was thereby reſtricted to the momentary ſupply of their own families, and, perhaps, that of the very few inhabitants of the banks of the ſhort rivulet running into the head of each of the ſalt-water lochs; for the nearneſs of the great ridge of mountains, called Drumalban, to the weſt coaſt renders it impoſſible that there ſhould be any conſiderable extent of habitable valley between them and the coaſt. And their want of ſalt and caſk, and of a market, which in their preſent circumſtances it is impoſſible for them to have, renders it impracticable for them to cure any for ſale. If people, born upon a coaſt, where it is impoſſible for them to plough the land (and all the mountains are only fit for paſturage, an employment requiring very few hands) are not permitted to plough the ocean, and draw its proper fruits from it, they muſt of neceſſity either lie down in deſpondence and die, or riſe up to emigrate from their native ſoil: and, whether they emigrate to other parts of the ſame kingdom, or to foreign countries, the country which has the prior, and natural, claim to the benefit of their induſtry, is equally abandoned to depopulation and ruin.

was alſo inflicted upon the commander of any veſſel knowingly receiving ſuch articles onboard, and on cuſtom-houſe officers permitting them to be ſhipped; ſuch officers, and alſo commanders of the king's ſhips ſo offending, being moreover rendered for ever incapable of holding any office under his Majeſty. But the exportation of the artificers themſelves is more ſtrictly prohibited. Any perſon enticing, or endeavouring to ſeduce, any one, who has wrought in the iron or ſteel manufactures, to go to a foreign country, is liable to one year's impriſonment and a penalty of £500 for every perſon he has enticed, or endeavoured to entice; and in caſe of committing the offence a ſecond time, the impriſonment and fine are to be doubled. Nothing in this act, however, prevents workmen from removing to Ireland, or tools, &c. from being ſhipped for that kingdom. [25 *Geo. III, c.* 67.]

The duty on flaſks imported with wine or oil from Tuſcany was repealed.—Wines were allowed to be imported in caſks ſmaller than hogſheads, for private uſe only.—The permiſſion to export limited quantities of wheat, &c. to the Britiſh ſugar colonies was prolonged from 1st May 1785 to 1st May 1786; and Lancaſter was added to the ports already licenced, and permitted to export a quantity not exceeding upon the whole 10,000 quarters.—As a complete remedy againſt the frauds practiſed in obtaining drawbacks for ſnuff exported, the drawback was totally ſuppreſſed.—The act permitting rum, the produce of the Britiſh ſugar colonies, to be landed and warehouſed without paying down the exciſe duties, on giving proper ſecurity, was continued from 29th September 1785 to 29th September 1792.—For the encouragement of the loyaliſts of Eaſt Florida, the turpentine, tar, and pitch, prepared by them previous to the final evacuation of that country, though the bounties allowed on the importation of ſuch articles were already expired, were declared entitled to thoſe bounties, if imported before the 25th of December 1785.—A bounty of two ſhillings per pound was allowed on the exportation of ſilk gauzes, which had been excepted from the goods entitled to bounty by the act *c.* 49 of laſt ſeſſion.—And the duty upon raw ſilk was allowed to be drawn back upon exportation to any part of Europe, except the iſlands of Mann and Faro or Ferro (or rather Foerœ.) [25 *Geo. III, c.* 69.]

The duties impoſed laſt ſeſſion (*c.* 40) upon linen and cotton goods of Britiſh manufacture, to be printed, painted, or ſtained, were repealed: and new ones were impoſed. New duties were alſo laid upon the importation of all ſuch goods, printed, painted, &c. of foreign manufacture. [25 *Geo. III, c.* 72.]

Petitions were preſented to parliament by the merchants of London, Briſtol, and Glaſgow, praying, that the various duties upon tobacco might be conſolidated into one ſpecific charge, and alſo, that either the duties might be lowered, or more effectual means deviſed to prevent illicit practices in the tobacco trade. And it was now enacted that

tobacco ſhould be imported in no veſſels under ſeventy tuns burthen, nor in quantities ſmaller than 450 pounds, packed in one ſolid compact maſs in each caſk or package, and into no other ports of Great Britain, but London, Briſtol, Liverpool, Lancaſter, Cowes, Whitehaven, Hull, Port-Glaſgow, and Greenock. Tobacco may be imported directly from the United ſtates of America, either in American or Britiſh veſſels navigated according to law. From any of the Britiſh colonies it muſt be imported in Britiſh veſſels only, and they may bring from the Britiſh colonies any American tobacco, which has been carried from the United ſtates to ſuch Britiſh colony in Britiſh veſſels. The importers have their option, either to pay down the duty, or to lodge the tobacco in the cuſtom-houſe warehouſe, and give bond for the whole duty payable in twenty months, which may be cancelled by exportation of the tobacco, or, if it ſhould ſo happen, by its being deſtroyed by fire in the warehouſe, while under the cuſtody of the revenue officers. [25 *Geo. III*, *c.* 81.]

During this ſeſſion acts were paſſed for making two additional dry docks and piers in the harbour of Liverpool (*c.* 15); for improving the harbour of Sunderland and the navigation of the River Were (*c.* 26); for improving the harbour of Yarmouth and the navigation of the rivers running into it (*c.* 36); and for maintaining and improving the harbour of Cromarty (*c.* 39).

Several acts were alſo paſſed in the courſe of the ſeſſion for canals, roads, and other improvements.

It has already been obſerved, that many people on both ſides of the Atlantic forgot (or affected to forget) that the independence of the Americans neceſſarily placed them in the ſame ſituation with other foreign nations in reſpect to their intercourſe with Great Britain, and conſequently excluded them from the ports of the Britiſh colonies. The people of Boſton, however, were highly offended by the excluſion from the ports of the Weſt-Indies, by the high duties on rice, oil, and tobacco, and by the regulations for the Britiſh fiſheries in the American ſeas. They were alſo greatly alarmed at the eſtabliſhment of Britiſh factors in their country (a meaſure rendered neceſſary by the enormous deficiencies of ſome of thoſe, who aſſumed the character of merchants in America immediately after the peace) and they preſented a petition (22^{d} April 1785) to the congreſs for regulations to counteract thoſe of Great Britain; which was ſoon followed by an act of the commonwealth of Maſſachuſets (June 23^{d}) for the regulation of navigation and commerce, whereby they prohibited the exportation of any American produce or manufacture from their ports in veſſels owned by Britiſh ſubjects after the 1st of Auguſt 1785, with a proviſional exception in favour of thoſe Britiſh ſettlements, whoſe governors ſhould reverſe their proclamations againſt the admiſſion of American veſſels in

their ports. They alſo enacted ſeveral extra duties to be paid by veſſels belonging to foreigners, and particularly by Britiſh ſubjects; with a permiſſion, however, for new veſſels, built in Maſſachuſets, though partly or wholely owned by Britiſh ſubjects, to take in cargoes upon equal terms with the citizens of the United ſtates, but only for their firſt departures.

But how-much-ſoever the legiſlature and people of Maſſachuſets might be induced by animoſity and diſappointment to point their reſentment againſt Great Britain, there was another, and a very contemptible, power, who gave them much more ſerious cauſe of offence. The dey of Algier, that prince of pirates, who makes war upon all whom he believes too weak to puniſh him, ſuppoſing the Americans incapable of either bribing, or compelling, him to abſtain from depredations, formally declared war againſt them this ſummer, and fitted out eight corſairs to cruiſe for their ſhips, which muſt have proved a very great check upon their trade to Spain and the Mediterranean.

In the meantime the Americans continued, with the ardour of new adventurers, to puſh their trade to every quarter of the globe. A veſſel from Baltimore in Maryland diſplayed the American flag at Canton in China, whence ſhe imported a cargo of teas, china ware, ſilks, &c. the whole of which was ſaid to have been received in exchange for American produce.

The political convulſions, which had for ſome time paſt diſtracted the little commonwealth of Geneva, had driven many of the inhabitants to ſeek for ſettlements in other countries: and a part of them having turned their views towards Ireland, the government, and the people in general of that country, which has itſelf ſent out ſo many thouſands of native emigrants, now offered to receive a colony; and the ſum of £50,000 was granted by the parliament for defraying the expenſe of their removal, and building a town for them, to be called New Geneva. But the Genevans being refuſed ſome privileges, which they had demanded, the greateſt number of the intended coloniſts altered their mind with reſpect to ſettling in Ireland, and thoſe who did proceed to it, not finding things turn out to their expectation, ſoon left it again. Such was the event of a project, which for about four years had attracted a good deal of the public attention, and from which great advantages were predicted to accrue, both to the new adopted denizens, and to the country, which ſo liberally received them.

In the early part of the eighteenth century an engine for ſpinning cotton was invented by Mr. Paul with the aſſiſtance of ſome others in London, who, having obtained a patent, made trial of it at Nottingham and elſewhere, to the great loſs of all concerned. Other ſchemes for ſpinning cotton by machinery have ſince been tried, and proved equally abortive. About the year 1767 the diſcovery of this great deſider-

atum in mechanics and manufacture was attempted by three different perſons. The firſt, I believe, was Mr. Hargrave of Blackwell in Lancaſhire, who conſtructed an engine capable of ſpinning 20 or 30 threads of cotton yarn fit for fuſtians: but his machinery being deſtroyed by popular tumults, he removed to Nottingham, where his patent right was overthrown by an aſſociation formed againſt him; and he died in want. Mr. Hayes invented a ſpinning engine and cylindrical carding engines, but never brought them to perfection. Mr. Arkwright, for whom the accompliſhment of this great object was reſerved, after many experiments finiſhed his firſt engine in the year 1768; and in the following year he took out a patent. He ſtill, however, continued to ſtudy new improvements upon his invention; and in the year 1775, having brought his original machinery to a greater degree of perfection, and having alſo invented machines for preparing the cotton for ſpinning, he obtained a freſh patent for his new invention. Hitherto he and his partners had reaped no profits from the undertaking: but now, proper buildings being erected at the expence of £30,000, and the machinery being made capable to be put in motion by the ſtrength of cattle, water, ſteam, or any other regular moving power, it began, notwithſtanding ſome loſſes from riots excited by envy or ignorant apprehenſion, to be productive to the proprietors, and an object of great importance to the whole nation.

Manufacturers and other men of property now wiſhed to participate the benefit of Arkwright's invention; and ſeveral ſpinning mills were ſoon erected in various parts of the country, the proprietors of which contracted to pay him a certain annual rent for every ſpindle contained in their machinery. Several ſpinning mills, eſtabliſhed in Lancaſhire, the weſt part of Scotland, and elſewhere, together with the general uſe of the jennies (engines for ſpinning the woof or weft), produced ſuch an abridgement of labour and improvement in the fabric, the yarn being ſpun upon truer principles than if done by the hand, that the prices of the goods were much reduced, and conſequently the Britiſh manufactures of cotton goods of all kinds were greatly extended; and many thouſands of people, including women and children of both ſexes, were now inſtructed in the various operations of the buſineſs.

In the years 1782 and 1783 Mr. Arkwright petitioned the houſe of commons, in conſideration of the great loſſes and expenſes incurred before his invention had begun to bring him any emolument, during which time the term of his patent was running out, to extend the duration of his excluſive privilege for the original machinery, ſo as it might expire along with the term granted by his ſecond patent. But the object being now of ſuch magnitude and eſtabliſhed importance, counter-petitions came in from all quarters; and he was moreover attacked upon points of law, his antagoniſts alleging, that he was not the inventor of

the preparing machine, in anſwer to which Mr. Arkwright argued that a pirate, who ſtole the invention from another, would have appeared at once with his machinery in a perfect ſtate; whereas it was well known, that he was many years employed in experiments, before he brought it to the degree of perfection it had now attained. After long litigation the cauſe was determined in the court of common pleas (18th February 1785) in favour of Mr. Arkwright, and in the court of King's bench (27th June 1785) againſt him. And, as his firſt patent expired about the ſame time, the buſineſs became open to all.

It is proper to obſerve, that at leaſt four ſpinning mills were already erected in Ireland; and two were eſtabliſhed near Rouen in France under the able direction of Mr. Holker, an Engliſh manufacturer, who, with his partners, was patronized and aſſiſted by the government. It was not long before Arkwright's machinery was even tranſported acroſs the Atlantic, and a ſpinning mill erected in Philadelphia.

Mr. Arkwright continued the buſineſs after he was deprived of the monopoly, and, probably, with ſome advantages over his competitors, derived from his experience and eſtabliſhed plan of conducting the buſineſs. If he made a great fortune, he certainly deſerved it: for the advantages he conferred upon the nation were infinitely greater than thoſe he acquired for himſelf, and far more ſolid and durable than a hundred conqueſts. Inſtead of depriving the working poor of employment by his great abridgement of labour, that very abridgement has created a vaſt deal of employment for more hands than were formerly employed: and it was computed, that half a million of people were this year employed in the cotton manufactures of Lancaſhire, Cheſhire, Derby, Nottingham, and Leiceſter. That computation was perhaps exaggerated *: but the numbers muſt have been very great, as we find by the Report of the committee of the houſe of commons this ſame year on the buſineſs of the commercial intercourſe with Ireland, that 6,800 were employed by Mr. Peele, ſeveral thouſands by Mr. Smith, and numbers proportionally great by other manufacturers of cotton. How many more, may we ſuppoſe, are now ſupported by the cotton manufacture in its vaſtly extended ſtate? For that extenſion Great Britain is indebted to the ingenuity and perſevering patience of an originally-obſcure individual. And it is but juſtice to the memory of Sir Richard Arkwright † to ſay, that he was unqueſtionably one of the greateſt friends to the manufacturing and commercial intereſts of this country, and to the intereſt of the cotton planters in almoſt all parts of the world, that ever exiſted;

* In the year 1787, when the cotton manufacture was greatly extended, the number employed in it in the whole kingdom was eſtimated only at 350,000.

† He was knighted in the year 1786, and died at his ſeat in Derby-ſhire in 1792.

and that his name ought to be tranſmitted to future ages along with thoſe of the moſt diſtinguiſhed real benefactors of mankind.

The manufacture of calicoes, which was begun in Lancaſhire in the year 1772, was now pretty generally eſtabliſhed in ſeveral parts of England and Scotland. The manufacture of muſlins in England was begun in the year 1781, and was rapidly increaſing. In the year 1783 there were above a thouſand looms ſet up in Glaſgow for that moſt beneficial article, in which the ſkill and labour of the mechanic raiſe the raw material to twenty times the value it was of, when imported*. Bengal, which for ſome thouſands of years ſtood unequaled in the fabric of muſlins, figured calicoes, and other fine cotton goods, is rivaled in ſeveral parts of Great Britain: and now thoſe articles, which uſed to drain vaſt ſums of money out of this country, help to ſwell the profitable balance of the Britiſh commerce.

The progreſs of the Iriſh in the ſame line of induſtry muſt not be overlooked; and the laudable and ſpirited exertions of Captain Robert Brooke deſerve to be more particularly noticed. In the year 1780 that gentleman eſtabliſhed a cotton manufacture on his lands ſituated on the great canal about eighteen miles weſt from Dublin. In 1782 the government of Ireland, underſtanding, that ſome of the manufacturers of Mancheſter intended to remove to America and carry their machinery with them, found means to perſuade them to go to Ireland, and gave Captain Brooke about £3,000 for ſettling them in houſes on his lands: and they afterwards advanced him £32,000 upon intereſt and ſecurity, that he might give employment to a great number of weavers, who were then ſtarving and riotous for want of employment in Dublin †, at his ſettlement, where, it was hoped, they would behave induſtriouſly and quietly, being at a diſtance from the contagion of the metropolis. By means of theſe, and other, acquiſitions of inhabitants, the manufacturing village, which was called by the auſpicious name of Proſperous, conſiſted now of ſeveral hundred houſes, erected on a ſpot, where in the year 1780 there ſtood one ſingle *hut;* and the manufacture gave employment to about three thouſand people, men, women, and children.

Beſides Captain Brooke's, which was the principal one, there were at this time ſeveral other manufactures of cotton eſtabliſhed in various

* I know that flax made into very fine lace multiplies the value much more: but it does not pay the women employed in making it ſo well for the time ſpent upon it; and, what is worſe, it deſtroys their eye-ſight. I was told by a gentleman well acquainted with Flanders, that they are generally almoſt blind, before they are thirty years of age. Is ſuch a frivolous manufacture, is even a valuable manufacture, worthy of being purchaſed at ſuch a price?

† The labouring poor of Dublin were at that time reduced to a moſt deplorable condition. Mr. Warren, the ſhirref and member for that city, declared in parliament, that he had ſeen ſometimes nine or ten naked perſons huddled together in rooſleſs out-houſes and damp cellars in the moſt rigorous ſeaſon of the year. It is no wonder if people in ſuch extremity of diſtreſs, and moreover impreſſed, as they were, with the idea that the legiſlature had determined to do nothing to alleviate their calamities, ſhould commit ſome enormities.

parts of Ireland in the laſt three or four years by the ſpirited exertions of individuals, and the liberal encouragement of the parliament *.

The rapid increaſe in the number of ſpinning engines, which took place in conſequence of the expiration of Arkwright's patent, forms a new æra, not only in manufactures and commerce, but alſo in the dreſs of both ſexes. The common uſe of ſilk, if it were only to be worn, while it retains its luſtre, is proper only for ladies of ample fortune. And yet women of almoſt all ranks affected to wear it: and many in the lower claſſes of the middle ranks of ſociety diſtreſſed their huſbands, parents, and brothers, to procure that expenſive finery. Neither was a handſome cotton gown attainable by women in humble circumſtances; and thence the cottons were mixed with linen yarn to reduce their price. But now cotton yarn is cheaper than linen yarn; and cotton goods are very much uſed in place of cambrics, lawns, and other expenſive fabrics of flax; and they have almoſt totally ſuperſeded the ſilks. Women of all ranks, from the higheſt to the loweſt, are clothed in Britiſh manufactures of cotton, from the muſlin cap on the crown of the head to the cotton ſtocking under the ſole of the foot. The ingenuity of the calico-printers has kept pace with the ingenuity of the weavers and others concerned in the preceding ſtages of the manufacture, and produced patterns of printed goods, which for elegance of drawing exceed every thing that ever was imported, and for durability of colour generally ſtand the waſhing ſo well, as to appear freſh and new every time they are waſhed, and give an air of neatneſs and cleanlineſs to the wearer beyond the elegance of ſilk in the firſt freſhneſs of its tranſitory luſtre. But even the moſt elegant prints are excelled by the ſuperior beauty and virgin purity of the muſlins, the growth and the manufacture of the Britiſh dominions.

With the gentlemen cotton ſtuffs for waiſtcoats have almoſt ſuperſeded woollen cloths, and ſilk ſtuffs, I believe entirely: and they have the advantage, like the ladies' gowns, of having a new and freſh appearance every time they are waſhed. Cotton ſtockings have alſo become very general for ſummer wear, and have gained ground very much upon ſilk ſtockings, which are too thin for our climate, and too expenſive for common wear for people of middling circumſtances.

April 14th—We have ſeen the Eaſt-India trade of France laid open in Auguſt 1769, and the company reduced in January 1770 to a ſet of mere holders of government funds. A new company was again eſtabliſhed, and veſted with the privilege of an excluſive trade to all countries beyond the Cape of Good Hope, except the Iſle of France and its dependencies, for ſeven years, in which term years of war were not to be

* 'One perſon in Dublin within three years 'above 50 ſpinning jennies for wool.' [*Lord Sheffield on the manufactures of Ireland, p. 197, third ed.*]
'[preceding 1784] made 95 carding machines, '394 ſpinning jennies for 70 threads each, and

reckoned. The French merchants having ſtill the liberty of ſending their veſſels to the Iſle of France and eſtabliſhing commercial houſes in it, that iſland, from being a thinly-ſettled agricultural colony, immediately became a populous commercial entrepot, the center of a vigorous and extenſive commerce.

The tide of faſhion, which in this country had run ſo long and ſo ſtrongly in favour of French goods, eſpecially thoſe depending upon fancy, had now ſet as ſtrongly in the contrary direction; and Engliſh manufactures of almoſt all kinds were in ſuch requeſt in France, that the ſhop-keepers uſed to write over their doors, 'Warehouſe for Eng-'liſh goods.' The king of France, in a decree iſſued on the 10th of July, very liberally declared, that nothing could be more agreeable to his own principles than a general liberty of trade, which ſhould permit the free circulation of the produce aud manufactures of all nations, making them all, as it were, but one nation in point of trade. But, unleſs ſuch a liberal ſyſtem could be univerſally and reciprocally eſtabliſhed, he muſt conſult the intereſt of his kingdom by prohibiting the importation of white calicoes, ſtuffs of cotton and linen mixed, handkerchefs, dimities, and nankeens, except thoſe imported by the India company or veſſels licenced by a late decree. Foreign printed calicoes, whether imported from India or Europe, were ordered to be exported: and all muſlins, gauzes, and lawns, of foreign manufacture were ſtrictly forbidden to be ſold in the kingdom. But he allowed his ſubjects till the 10th of Auguſt 1786 to diſpoſe of the goods already in their poſſeſſion, and alſo ſix weeks to receive goods already ordered from foreign countries. And he excepted from the prohibition blue linens, checks, &c. fit for the Guinea trade.

July 17th—In a few days this decree was followed by a ſecond one, the preamble of which ſtates, that the induſtry of the country was diſcouraged by the demand for foreign goods, 'and chiefly Engliſh ones, 'which from faſhion and fancy have obtained a preference,' which was the more intolerable, as French goods were rigorouſly prohibited in England. Therefor the king ſtrictly prohibited the importation of Engliſh ſadlery, hoſiery, woollen cloths, hardware, and all other Engliſh goods, except thoſe allowed by a decree of the year 1601, whereof a liſt was annexed. All poliſhed ſteel wares (except tools and inſtruments for the ſervice of the arts and ſciences) and glaſs and chryſtal of foreign manufacture, were alſo ſtrictly prohibited. Thoſe who carried on no trade were permitted, upon obtaining a ſpecial licence, to import ſmall quantities of foreign goods for their own uſe only: but, that the enjoyers of luxuries might be obliged to contribute to the general utility, they were to pay a duty of above thirty per cent on the value, to be applied for the encouragement of the national manufacture, and upon no account to be remitted to any perſon of whatever rank or quality.

It was ſaid, that above a hundred looms in Spitalfields, in the gauze branch only, were ſtopped by the countermanding orders ſent over in conſequence of theſe decrees.

July—A combination of the ſhip-owners and others concerned in the coal trade to enhance the price of that neceſſary article was defeated by the proper attention of the lord mayor, and an intimation to them of his determination to enforce the law againſt them, if they perſiſted in their illegal purpoſes.

For ſeveral months the attention of the parliaments of Great Britain and Ireland, and of the public in general, had been fixed on the arrangements propoſed for the equalization of commercial liberties and advantages in both kingdoms. This important object was firſt introduced in the parliament of Ireland (7th February 1785) by Mr. Orde, ſecretary to the lord lieutenant (and conſequently prime miniſter of that kingdom) in the form of propoſitions for regulating the trade with the colonies, and that between the two kingdoms, together with an offer of a compenſation for the conceſſions to be made by Great Britain. Theſe were paſſed through both the houſes of the Iriſh parliament in a few days: and they were laid before the Britiſh houſe of commons (22d February) by Mr. Pitt, the firſt lord of the treaſury and chancellor of the exchequer, who earneſtly recommended the eſtabliſhment of a permanent ſyſtem of commercial intercourſe between the two countries on a firm and liberal foundation, as the ſureſt means of removing all jealouſies and diſcontents, and promoting the real proſperity of both kingdoms. As an anſwer to the objections, which, he foreſaw, would be raiſed againſt the propoſal for equalizing the duties on produce and manufactures, he obſerved, that the manufacturers of Great Britain poſſeſſed ſuch a decided ſuperiority in capital, in ſkill, and in workmanſhip and eſtabliſhments of machinery, that there could be no juſt apprehenſion of any formidable competition; and that the price of labour, at preſent the greateſt advantage in favour of the manufactures of Ireland, would gradually advance along with the increaſe of capital and employment. We ought by no means, he added, to regard Ireland with an eye of jealouſy; as the proſperity of that country, inſtead of detracting from, muſt ever augment the proſperity of, this, not only by giving us a rich cuſtomer inſtead of a poor one, but alſo by contributing to the protection of the empire a ſum, the amount of which would increaſe in exact proportion to the increaſed proſperity of that kingdom.

The principal manufacturers of this kingdom were called upon by the committee of the privy council for trade to give their opinions as to the probable conſequences of the ratification of the propoſitions upon their ſeveral branches of manufacture. And they generally agreed, that the manufacturers of this country would be obliged to transfer their capitals and their works to Ireland on account of the lighter

taxes, and conſequently lower price of labour, in that country, notwithſtanding the propoſed countervailing duties. Nevertheleſs, though the manufacturers throughout the whole kingdom were moſt dreadfully alarmed; and above ſixty petitions againſt the propoſitions were preſented to the houſe of commons while the affair was depending, and though they were violently oppoſed in parliament, the propoſitions, with very important alterations and large additions, were paſſed in the houſe of commons on the 12th, or rather at eight o'clock in the morning of the 13th, of May; after which it remained for the parliament of Ireland to judge of the propriety and equity of the conditions, and to ratify them by their acceptance, or to reject them.

Without attempting to give any detail of the arguments for and againſt the propoſed arrangement, which might entertain the reader with hopes and apprehenſions (both in ſome degree imaginary) in a work appropriated to the narration of facts, I here lay before him in one view complete copies of the ſeveral propoſitions, as they were agreed to in each of the parliaments.

Plan of commercial intercourſe between Great Britain and Ireland, paſſed in the parliament of Ireland.

I) Reſolved, That it is the opinion of this committee, that it is highly important to the general intereſt of the Britiſh empire, that the trade between Great Britain and Ireland be encouraged and extended as much as poſſible, and for that purpoſe, that the intercourſe and commerce be finally ſettled and regulated on permanent and equitable principles, for the mutual benefit of both countries.

II) Reſolved, That, towards carrying into

Plan of commercial intercourſe between Great Britain and Ireland, as finally paſſed by the houſe of commons of Great Britain.

I) That it is highly important to the general intereſts of the Britiſh empire, that the intercourſe and commerce between Great Britain and Ireland ſhould be finally regulated on permanent and equitable principles, for the mutual benefit of both countries.

II) That a full participation of commercial advantages ſhould be permanently ſecured to Ireland, whenever a proviſion, equally permanent and ſecure, ſhall be made by the parliament of that kingdom towards defraying in proportion to its growing proſperity, the neceſſary expenſes in time of peace, of protecting the trade and general intereſts of the empire.

III) That towards carrying into full effect ſo deſirable a ſettlement, it is fit and proper, that all articles, not the growth or manufacture of Great Britain or Ireland, except thoſe of the growth, produce, or manufacture, of any of the countries beyond the Cape of Good Hope, to the Straits of Magellan, ſhould be imported in-

effect ſo deſirable a ſettlement, it is fit and proper, that all articles, not the growth or manufacture of Great Britain or Ireland, ſhould be imported into each kingdom from the other reciprocally, under the ſame regulations, and at the ſame duties (if ſubject to duties) to which they are liable, when imported directly from the place of their growth, product, or manufacture; and that all duties originally paid on the importation into either country reſpectively, ſhall be fully drawn back on exportation to the other.

III) Reſolved, That for the ſame purpoſe it is proper, that no prohibition ſhould exiſt in either country againſt the importation, uſe, or ſale, of any article, the growth, product, or manufacture, of the other; and that the duty on the importation of every ſuch article, if ſubject to duty in either country, ſhould be preciſely the ſame in the one country as in the other, except where an addition may be neceſſary in either country, in to each kingdom from the other reciprocally, under the ſame regulations, and at the ſame duties (if ſubject to duties) to which they would be liable, when imported directly from the country or place from whence the ſame may have been imported into Great Britain or Ireland reſpectively, as the caſe may be; and that all duties originally paid on importation into either country reſpectively, except on arrack and foreign brandy, and on rum, and all ſorts of ſtrong waters not imported from the Britiſh colonies in the Weſt-Indies, ſhall be fully drawn back on exportation to the other. But, nevertheleſs, that the duties ſhall continue to be protected and guarded, as at preſent, by withholding the drawback, until a certificate from the proper officers of the revenue in the kingdom to which the export may be made, ſhall be returned and compared with the entry outwards.

IV) That it is highly important to the general intereſts of the Britiſh empire, that the laws for regulating trade and navigation ſhould be the ſame in Great Britain and Ireland; and therefore that it is eſſential, towards carrying into effect the preſent ſettlement, that all laws which have been made, or ſhall be made, in Great Britain, for ſecuring excluſive privileges to the ſhips and mariners of Great Britain, Ireland, and the Britiſh colonies and plantations, and for regulating and reſtraining the trade of the Britiſh colonies and plantations, ſuch laws impoſing the ſame reſtraints, and conferring the ſame benefits on the ſubjects of both kingdoms, ſhould be in force in Ireland by laws to be paſſed by the parliament of that kingdom for the ſame time, and in the ſame manner, as in Great Britain.

V) That it is farther eſſential to this ſettlement, that all goods and commodities of the growth, produce, or manufacture, of Britiſh or foreign colonies in America or the Weſt-Indies, and the Britiſh or foreign ſettlements on the coaſt of Africa, imported into Ireland, ſhould on importation be ſubject to the ſame duties and re-

conſequence of an internal duty on any ſuch article of its own conſumption.

IV) Reſolved, That in all caſes where the duties on articles of the growth, product, or manufacture, of either country are different on the importation into the other, it would be expedient that they ſhould be reduced in the kingdom, where they are the higheſt, to the amount payable in the other; and that all ſuch articles ſhould be exportable from the kingdom into which they ſhall be imported, as free from duty as the ſimilar commodities or home manufactures of the ſame kingdom.

V) Reſolved, That for the ſame purpoſe it is alſo proper, that in all caſes where either kingdom ſhall charge articles of its own conſumption with an internal duty on the manufacture, or a duty on the material, the ſame manufacture, when imported from the other, may be charged with a farther duty on importation to the ſame amount as the internal duty on the manufacgulations, as the like goods are, or from time to time ſhall be, ſubject to upon importation into Great Britain; or, if prohibited from being imported into Great Britain, ſhall in like manner be prohibited from being imported into Ireland.

VI) That in order to prevent illicit practices, injurious to the revenue and commerce of both kingdoms, it is expedient, that all goods, whether of the growth, produce, or manufacture, of Great Britain or Ireland, or of any foreign country, which ſhall hereafter be imported into Great Britain from Ireland, or into Ireland from Great Britain, ſhould be put, by laws to be paſſed in the parliaments of the two kingdoms, under the ſame regulations with reſpect to bonds, cockets, and other inſtruments, to which the like goods are now ſubject in paſſing from one port of Great Britain to another.

VII) That for the like purpoſe it is alſo expedient, that when any goods, the growth, produce, or manufacture, of the Britiſh Weſt-India iſlands, or any other of the Britiſh colonies or plantations, ſhall be ſhipped from Ireland for Great Britain, they ſhould be accompanied with ſuch original certificates of the revenue officers of the ſaid colonies as ſhall be required by the law on importation into Great Britain; and that when the whole quantity included in one certificate ſhall not be ſhipped at any one time, the original certificate, properly indorſed as to quantity, ſhould be ſent with the firſt parcel; and to identify the remainder, if ſhipped at any future period, new certificates ſhould be granted by the principal officers of the ports in Ireland, extracted from a regiſter of the original documents, ſpecifying the quantities before ſhipped from thence, by what veſſels, and to what ports.

VIII) That it is eſſential for carrying into effect the preſent ſettlement, that all goods exported from Ireland to the Britiſh colonies in the Weſt-Indies or in America, or to the Britiſh ſettlements on the coaſt of Africa, ſhould from

ture, or to an amount adequate to countervail the duty on the material, and ſhall be entitled to ſuch drawbacks or bounties on exportation, as may leave the ſame ſubject to no heavier burdens than the home-made manufacture; ſuch farther duty to continue ſo long only as the internal conſumption ſhall be charged with the duty or duties, to balance which it ſhall be impoſed, or until the manufacture coming from the other kingdom ſhall be ſubjected there to an equal burden, not drawn back, or compenſated on exportation.

VI) Reſolved, that, in order to give permanency to the ſettlement now intended to be eſtabliſhed, it is neceſſary, that no prohibition, or new or additional duties, ſhould be hereafter impoſed in either kingdom on the importation of any article of the growth, product, or manufacture, of the other, except ſuch additional duties as may be requiſite to balance duties on internal conſumption, purſuant to the foregoing reſolution.

time to time be made liable to ſuch duties and drawbacks, and put under ſuch regulations, as may be neceſſary, in order that the ſame may not be exported with leſs incumbrance of duties or impoſition than the like goods ſhall be burdened with when exported from Great Britain.

IX) That it is eſſential to the general commercial intereſts of the empire, that, ſo long as the parliament of this kingdom ſhall think it adviſable, that the commerce to the countries beyond the Cape of Good Hope ſhall be carried on ſolely by an excluſive company, having liberty to import into the port of London only, no goods of the growth, produce, or manufacture, of any countries beyond the Cape of Good Hope ſhould be importable into Ireland from any foreign country, or from any ſettlement in the Eaſt-Indies belonging to any ſuch foreign country; and that no goods of the growth, produce, or manufacture, of the ſaid countries, ſhould be allowed to be imported into Ireland, but through Great Britain; and it ſhall be lawful to export ſuch goods of the growth, produce, or manufacture, of any of the countries beyond the Cape of Good Hope to the Straits of Magellan from Great Britain to Ireland, with the ſame duties retained thereon as are now retained on their being exported to that kingdom; but that an account ſhall be kept of the duties retained, and the net drawback on the ſaid goods imported to Ireland; and that the amount thereof ſhall be remitted by the receiver-general of his Majeſty's cuſtoms in Great Britain to the proper officer of the revenue in Ireland, to be placed to the account of his Majeſty's revenue there, ſubject to the diſpoſal of the parliament of that kingdom; and that, whenever the commerce to the ſaid countries ſhall ceaſe to be carried on by an excluſive company in the goods of the produce of countries beyond the Cape of Good Hope to the Straits of Magellan, the goods ſhould be importable into Ireland from countries from which they may be importable to Great Britain and no other; and that no veſſel ſhould be cleared out from Ireland for

VII) Reſolved, That, for the ſame purpoſe, it is neceſſary, farther, that no prohibitions, or new or additional duties, ſhould be hereafter impoſed in either kingdom on the exportation of any article of native growth, product, or manufacture, from thence to the other, except ſuch as either kingdom may deem expedient, from time to time, upon corn, meal, malt, flour, and biſcuit; and alſo, except where there now exiſts any prohibition, which is not reciprocal, or any duty, which is not equal in both kingdoms: in every ſuch caſe the prohibition may be made reciprocal, or the duties raiſed, ſo as to make them equal.

VIII) Reſolved, That, for the ſame purpoſe, it is neceſſary, that no bounties whatever ſhould be paid or payable in either kingdom on the exportation of any article to the other, except ſuch as relate to corn, meal, malt, flour, and biſcuits; and ſuch as are in the nature of drawbacks, or compenſations for duties paid; and that no any part of the countries from the Cape of Good Hope to the Straits of Magellan, but ſuch as ſhall be freighted in Ireland by the ſaid excluſive company, and ſhall have ſailed from the port of London; and that the ſhips, going from Great Britain to any of the ſaid countries beyond the Cape of Good Hope, ſhould not be reſtrained from touching at any of the ports in Ireland, and taking onboard there any of the goods of the growth, produce, or manufacture, of that kingdom.

X) That no prohibition ſhould exiſt in either country againſt the importation, uſe, or ſale, of any article, the growth, produce, or manufacture, of the other; except ſuch as either kingdom may judge expedient from time to time upon corn, meal, malt, flour, and biſcuits; and except ſuch qualified prohibitions, at preſent contained in any act of the Britiſh or Iriſh parliament, as do not abſolutely prevent the importation of goods or manufactures, or materials of manufactures, but only regulate the weight, the ſize, the packages, or other particular circumſtances, or preſcribe the built, or country, and dimenſions, of the ſhip importing the ſame; and alſo, except on ammunition, arms, gunpowder, and other utenſils of war, importable only by virtue of his Majeſty's licence; and that the duty on the importation of every ſuch article (if ſubject to duty in either country) ſhould be preciſely the ſame in the one country as in the other, except where an addition may be neceſſary in either country in conſequence of an internal duty on any ſuch article of its own conſumption, or in conſequence of internal bounties in the country where ſuch article is grown, produced, or manufactured, and except ſuch duties as either kingdom may judge expedient from time to time upon corn, meal, malt, flour, and biſcuits.

XI) That in all caſes where the duties on articles of the growth, produce, or manufacture, of either country are different on the importation into the other, it is expedient that they

bounty ſhould be granted in this kingdom on the exportation of any article imported from the Britiſh plantations, or any manufacture made of ſuch article, unleſs in caſes where a ſimilar bounty is payable in Britain on exportation from thence, or where ſuch bounty is merely in the nature of a drawback, or compenſation of or for duties paid over and above any duties paid thereon in Britain.

IX) Reſolved, That it is expedient for the general benefit of the Britiſh empire, that the importation of articles from foreign ſtates ſhould be regulated from time to time in each kingdom, on ſuch terms as may afford an effectual preference to the importation of ſimilar articles of the growth, produce, or manufacture, of the other.

X) Reſolved, That it is eſſential to the commercial intereſts of this country to prevent, as much as poſſible, an accumulation of national debt; that therefor it is highly expedient, that the annual revenue of this kingdom ſhould be reduced in the kingdom, where they are higheſt, to an amount not exceeding the amount payable in the other; ſo that the ſame ſhall not be leſs than ten and a half per cent, where any article was charged with a duty on importation into Ireland of ten and a half per cent or upwards, previous to the 17th day of May 1782; and that all ſuch articles ſhould be exportable from the kingdom, into which they ſhall be imported, as free from duty as the ſimilar commodities or home manufactures of the ſame kingdom.

XII) That it is alſo proper, that in all caſes where the articles of the conſumption of either kingdom ſhall be charged with an internal duty on the manufacture, the ſaid manufacture, when imported from the other, may be charged with a farther duty on importation, adequate to countervail the internal duty on the manufacture as far as relates to the duties now charged thereon; ſuch farther duty to continue ſo long only as the internal conſumption ſhall be charged with the duty or duties, to balance which it ſhall be impoſed; and that, where there is a duty on the importation of the raw material of any manufacture in one kingdom, greater than the like duty on raw materials in the other, ſuch manufacture may, on its importation into the other kingdom, be charged with ſuch a countervailing duty as may be ſufficient to ſubject the ſame, ſo imported, to burdens adequate to thoſe, which the manufacture compoſed of the like raw material is ſubject to, in conſequence of duties on the importation of ſuch material in the kingdom, into which ſuch manufacture is ſo imported; and the ſaid manufacture, ſo imported, ſhall be entitled to ſuch drawbacks or bounties on exportation, as may leave the ſame ſubject to no heavier burden than the home-made manufacture.

XIII) That, in order to give permanency to the ſettlement now intended to be eſtabliſhed, it is neceſſary, that no new or additional duties ſhould be hereafter impoſed in either kingdom

dom ſhould be made equal to its annual expenſe.

XI) Reſolved, that, for the better protection of trade, whatever ſum the groſs hereditary revenue of this kingdom (after deducting all drawbacks, repayments, or bounties granted in the nature of drawbacks) ſhall produce over and above the ſum of ſix hundred and fifty-ſix thouſand pounds in each year of peace, wherein the annual revenue ſhall equal the annual expenſe, and in each year of war, without regard to ſuch equality, ſhould be appropriated towards the ſupport of the naval force of the empire, in ſuch manner as the parliament of this kingdom ſhall direct.

on the importation of any article of the growth, produce, or manufacture of the other; except ſuch additional duties as may be requiſite to balance the duties on internal conſumption, purſuant to the foregoing reſolution, or in conſequence of bounties remaining on ſuch articles, when exported from the other kingdom.

XIV) That for the ſame purpoſe it is neceſſary farther, that no prohibition, or new or additional duties, ſhall be hereafter impoſed in either kingdom, on the exportation of any article of native growth, produce, or manufacture, from the one kingdom to the other, except ſuch as either kingdom may deem expedient from time to time upon corn, meal, malt, flour, and biſcuits.

XV) That for the ſame purpoſe it is neceſſary, that no bounties whatſoever ſhould be paid or payable in either kingdom on the exportation of any article to the other, except ſuch as relate to corn, meal, malt, flour, and biſcuits, and except alſo the bounties at preſent given by Great Britain on beer and ſpirits diſtilled from corn; and ſuch as are in the nature of drawbacks or compenſations for duties paid; and that no bounty ſhould be payable on the exportation of any article to any Britiſh colonies or plantations, or to the Britiſh ſettlements on the coaſt of Africa, or on the exportation of any article imported from the Britiſh plantations, or from the Britiſh ſettlements on the coaſt of Africa, or Britiſh ſettlements in the Eaſt-Indies; or any manufacture made of ſuch article, unleſs in caſes where a ſimilar bounty is payable in Great Britain on exportation from thence, or where ſuch bounty is merely in the nature of a drawback or compenſation of or for duties paid, over and above any duties paid thereon in Britain; and where any internal bounty ſhall be given in either kingdom on any goods manufactured therein, and ſhall remain on ſuch goods when exported, a countervailing duty adequate thereto may be laid upon the importation of the ſaid goods into the other kingdom.

XVI) That it is expedient for the general benefit of the Britiſh empire, that the importation of articles from foreign countries ſhould be regulated from time to time in each kingdom on ſuch terms as may effectually favour the importation of ſimilar articles of the growth,

product, or manufacture, of the other; except in the caſe of materials of manufactures, which are, or hereafter may be, allowed to be imported from foreign countries duty free; and that in all caſes where any articles are, or may be, ſubject to higher duties on importation into this kingdom from the countries belonging to any of the ſtates of North America, than the like goods are, or may be ſubject to, when imported as the growth, produce, or manufacture, of the Britiſh colonies and plantations, or as the produce of the fiſheries carried on by Britiſh ſubjects, ſuch articles ſhall be ſubject to the ſame duties on importation into Ireland from the countries belonging to any of the ſtates of North America as the ſame are, or may be, ſubject to on importation from the ſaid countries into this kingdom.

XVII) That it is expedient, that meaſures ſhould be taken to prevent diſputes touching the exerciſe of the right of the inhabitants of each kingdom to fiſh on the coaſt of any part of the Britiſh dominions.

XVIII) That it is expedient, that ſuch privileges of printing and vending books, as are, or may be, legally poſſeſſed within Great Britain under the grant of the crown or otherwiſe, and the copy-rights of the authors and bookſellers of Great Britain, ſhould continue to be protected, in the manner they are at preſent, by the laws of Great Britain; and that it is juſt, that meaſures ſhould be taken by the parliament of Ireland for giving the like protection to the copy-rights of the authors and bookſellers of that kingdom.

XIX) That it is expedient, that regulations ſhould be adopted with reſpect to patents, to be hereafter granted for the encouragement of new inventions, ſo that the rights, privileges, and reſtrictions, thereon granted and contained, ſhall be of equal duration and force throughout Great Britain and Ireland.

XX) That the appropriation of whatever ſum the groſs hereditary revenue of the kingdom of Ireland (the due collection thereof being ſecured by permanent proviſions) ſhall produce, after deducting all drawbacks, repayments, or bounties granted in the nature of drawbacks, over and above the ſum of ſix hundred and fifty-ſix thouſand pounds in each year, towards the ſupport of the naval force of the empire, to be applied in ſuch manner as the parliament of Ireland ſhall direct by an act to be paſſed for that purpoſe, will be a ſatisfactory proviſion, proportioned to the growing proſperity of that kingdom, towards defraying in time of peace the neceſſary expenſes of protecting the trade and general intereſts of the empire.

Though theſe propoſitions were generally diſliked on this ſide of the water, as conferring too great advantages on the trade of Ireland, they had not the good fortune to meet with a better reception in that country, where they were conſidered by moſt of the people as ſacrificing the

manufactures and the commerce, and annihilating the honour and independence, of the kingdom; and petitions againſt the propoſitions ſent over by the Britiſh parliament were preſented to the parliament of Ireland by the merchants of Dublin and Cork, and moſt of the communities in the country. The buſineſs was again opened in the parliament of Ireland by Mr. Orde, (12th Auguſt) and very ably and keenly debated on both ſides, the fourth propoſition (of the Britiſh plan) being particularly reprobated by the oppoſition. But when it was put to the vote, and there appeared a majority of only 19 in favour of the queſtion, ſo ſmall a majority was conſidered, and felt by adminiſtration, as a defeat. Mr. Orde afterwards propoſed, that the bill ſhould be printed, and that nothing further ſhould be done, till the people at large, having examined and underſtood it, ſhould call upon parliament to reſume and accompliſh the buſineſs. The defeat of the propoſitions was celebrated by a general illumination of the city of Dublin on the enſuing day: and the people of Ireland never called upon parliament to reſume the buſineſs.

September 27th—The proportion of opulence, and in ſome degree that of population, in the ſeveral United ſtates of America, may be eſtimated from the quota, impoſed upon each ſtate by the grand committee of congreſs for raiſing the ſupplies for the ſervice of the year, viz.

New Hampſhire	105,416 dollars.	Pennſylvania	410,378 dollars.
Maſſachuſets	448,854	Delaware	44,886
Rhode-iſland and Providence	64,636	Maryland	283,034
		Virginia	512,974
Connecticut	264,182	North Carolina	218,012
New York	256,486	South Carolina	192,366
New Jerſey	166,117	Georgia	32,060

The rage for emigration, for depopulating Scotland and Ireland, and filling up the waſte lands of America, revived with the peace, and went on in ſpite of the innumerable hardſhips, which the poor people ſuffered, partly owing to their own ignorance of the nature of the country they were going to, and partly to the brutality of thoſe who undertook to convey them acroſs the ocean *.

In the year 1648 the illuſtrious commercial city of Antwerp was cut

* In September 1784 the maſter of a ſhip from Greenock robbed his paſſengers, who had paid five guineas each for their paſſage, of their cheſts and proviſions, and ſet 100 of them on ſhore on the iſland of Rathlin near the north coaſt of Ireland. [*Knox's View of the Britiſh empire, p.* 622.] This year a great number of emigrants from Ireland were wrecked on the ſhore of America to the ſouthward of Delaware bay, and about two hundred men, women, and children periſhed.——An American newſpaper relates, that 'The ſhip Paca, Captain Kelly, 'from Belfaſt, arrived at Baltimore in Maryland 'the 20th of July [1784] with above 460 emi-'grants; and on the 24th of the ſame month an-'other veſſel arrived at Philadelphia with upwards 'of 600! more ſhips with the ſame *commodity* were 'dayly expected at the later place.' As connected with this ſubject, I will here obſerve, that in January 1788 a Bahamian veſſel delivered 76 emigrants from the horrid fate of ſtarving in a deſert iſland, where they had been turned on ſhore by the maſter of a brig from Dunleary in Ireland, who had engaged to carry them to Charleſtown.

off from having any communication with the ſea by a ſtipulation in a treaty between Holland and Spain, that no large ſhip ſhould be allowed to ſail up to it. The citizens, though deprived of their foreign commerce, ſtill continued to carry on ſome branches of manufacture with great reputation, and in ſome degree kept up the importance of the place by the great extent of their dealings in banking and exchange; while the ingenuity of the painters and jewelers confers a new celebrity upon Antwerp, and the admirable induſtry of the Flemiſh farmers ſtill makes the whole of the adjacent country a garden. But many of the citizens have carried their capitals and their trade to other countries, and the city is not half filled with inhabitants. The emperor of Germany, deſirous of reſtoring this antient commercial capital to its former eminence, demanded of the Dutch, that the navigation of the River Scheldt ſhould be free and uninterrupted as far as Saftingen, a meaſure which could not fail of reſtoring to Antwerp the trade which Amſterdam had acquired in conſequence of that city being deprived of the enjoyment of its natural advantages as a port.

November 8th—After many memorials and counter-memorials, and ſome petty hoſtilities, the contending parties concluded a treaty whereby the States general acknowleged the emperor's ſovereignty over all parts of the river as far as Saftingen, and renounced the right of levying any toll on that part of the river, or of interrupting the navigation of the emperor's ſubjects; they ſtill retaining, however, the ſovereignty of the reſt of the river, and of the canals of the Sas, the Swin, &c. They alſo agreed to evacuate the fort of Lillo, beyond which they uſed to allow no veſſel to ſail, and ſome other forts and places of leſs note. And the emperor in return made ſeveral conceſſions and renunciations of pretenſions.

The debts, contracted during the late war, being now all either funded or otherways ſatisfied, it may be proper to give a conciſe view of the ſtate of the national debt.

In the year 1764 (as has been already ſtated, *V.* iii, *p.* 408) the capital of the national debt amounted to - £139,561,807 2 4

During the peace near eleven millions were paid off, by raiſing the land tax for ſome years to 4*s* in the pound, by ſums received from the Eaſt-India company and the bank, and by the very languid operation of the ſinking fund. Nevertheleſs there ſtill remained a capital debt of - - - 135,943,051 0 0

the annual intereſt on which amounted to - - 4,480,821 0 0

This year, after all the floating debts were funded, the national debt conſiſted of the following capital ſums with their annexed annual payments.

	Capitals.				Annuities.		
Due to the South-sea company....	£24,065,084	13	11½	..	721,952	10	9
Due to the bank of England.....	11,686,800	0	0	..	356,502	3	5
Due to the East-India company....	4,200,000	0	0	..	126,000	0	0
Three-per-cent fund of the year 1726	1,000,000	0	0	..	30,000	0	0
Three-per-cent 1751, payable at South-sea house.....	1,919,600	0	0	..	57,588	0	0
Three-per-cent consolidated fund ..	107,399,696	5	1½	..	3,221,990	17	9
Three-per-cent reduced.....	37,340,073	16	4	..	1,120,202	4	3
Four-per-cent consolidated.....	32,750,000	0	0	..	1,310,000	0	0
Five-per-cent Navy &c.....	17,869,993	9	10	..	893,499	13	5½
Total of redeemable annuities....	£238,231,248	5	2¼	..	7,837,735	9	7½
Besides the above there were terminable Long annuities, which will expire 5th January 1860 ..	.....				680,375	0	0
and Short annuities to 5th January 1808.....	.....				404,331	8	5
Total of annuities payable half-yearly at the bank of England, &c.					8,922,441	18	0½
There were also annuities, some for lives, and some for fixed terms of years, payable at the exchequer, amounting to ..					212,485	16	3
Total of annuities of all kinds payable to the national creditors*					9,134,927	14	3½

There was moreover a capital debt of £1,991,000 : 0 : 0 consisting of sums granted by parliament as compensations to the loyalists of America for their losses by the war.

The annuities cost the public a further charge for paying and keeping the accounts, which, with some few exceptions, amounted to £562 : 10 : 0 upon every million of capital, (whether of a three, a four, or a five, per cent annuity) reckoning every £40,000 of the terminable annuities payable at the bank equivalent to a million of capital†: and there was also an expense in fees for issuing the money from the exchequer to the bank, South-sea house, and India house, at the rate of £100 for every million‡.

The debts, incurred by the United states of America on account of the war, have been variously estimated from nine to eighteen millions sterling: but fifteen millions, as stated by Mr. Coxe of Philadelphia, is probably nearest to the truth.

The war expenses of the other belligerent powers, according to an estimate made by a foreign writer upon finance, were as follows.

* This statement of the national debt is extracted from the account of it as it stood on the 5th of January 1787, contained in the act of parliament 27 Geo. III, c. 13, as being the most authentic. No alteration had then taken place in the amount of the debt or payments, unless, perhaps, some of the exchequer life annuities fallen in, which could make no difference worth noticing in so short a time upon an account of such magnitude.

† In March 1786 the proprietors of the bank, in consideration of the great increase of the national debt, agreed to take £450 per million, instead of the former allowances, for the management of the business.

‡ See the *Eleventh report of the commissioners for examining the public accounts.*

France, about seventy
Spain, about forty } millions sterling.
Holland, about ten

[*Observations sur les principes de la finance par Van der Hey, p.* 103.]

This year Mr. Cort of Gosport invented a method of converting pig iron into bar iron, which was superior to the Swedish bar iron; an improvement in that most important branch of manufacture, which, if it could be sufficiently extended, would render this country independent of Sweden for the supply of an article so indispensibly necessary, and of which about three fourths of the quantity used in the iron manufactures of this country is imported. But, as a counterpoise to the beneficial effects of this improvement, I am obliged to relate, that, in consequence of the scarcity and high price of fuel, and of the high price of labour, some English proprietors of iron works about this time transferred their capitals from England to Russia, where they erected extensive works for rolling and slitting iron, and for tinning sheet iron. So true is it, that heavy taxes, the principal cause of the high price of labour, will devour themselves by diminishing the number of contributors to them. Nor is that the whole of the evil: foreigners are thereby instructed in the process of manufactures, the superiority of which has made Great Britain the first commercial nation in the world.

The art of dying the beautiful colour, called Turkey red, upon cotton was introduced this year in Glasgow by Mr. Charles Mackintosh, by means of an artist from Rouen in France. It was soon brought to such perfection, that cotton pulicate handkerchefs were dyed with colours equal in beauty and fastness to those of India: and in five or six years thereafter 1,500 looms were employed in that one article. So important a matter is the excellence of colour in manufactures depending upon fancy. Glasgow claims the honour of having, first of any place in Great Britain, acquired the art of dying Turkey red. But it is disputed by Manchester in favour of Messieurs Borells, who got a premium of £2,500 from parliament as the introducers of the art. It is certain, that Mr. Wilson, an eminent dyer of that town, also obtained from the Greek dyers of Smyrna the secret of this curious dye, which he applied chiefly upon velvets and velverets; but I do not find in what year he began to practise it.

Europe seems to have been inspired at this time with a general spirit of improvement, which may perhaps in some degree have been the effect of the war, which brings people of different nations of those classes, who do not move from home in time of peace, to mix together, whereby they have opportunities of remarking the improvements and advantages, unknown, but attainable, in their own countries.

In the year 1784 a canal was begun in Spain, which was intended to effect a communication between the Bay of Biscay and the Mediterranean

ſea through a tract of country much more extenſive than that interſected by the grand canal of Languedoc *, and alſo on a much grander ſcale, having nine feet depth of water, with a riſe of 3,000 feet, and a length of 420 miles. Two thouſand ſoldiers and as many peaſants are employed as labourers upon this great national improvement, which, even in countries the moſt advanced in civilization and the progreſs of uſeful ſcience, might be reckoned a ſtupendous undertaking. In May 1785 the bank offered to defray the whole expenſe of this great work; which, it was ſuppoſed may be finiſhed in about thirty years (reckoning from the commencement of it) provided Spain might enjoy peace ſo long; a bleſſing, not to be expected in the preſent ſyſtem of Europe. When it is perfected, the productions of the various parts of that great, and once flouriſhing, country, which the impoſſibility of carriage at preſent renders uſeleſs in many places to the proprietors, will find their proper value; and the acceſs to new markets will rouſe the people to induſtrious exertion.

In the beginning of the year 1785 the king of Spain eſtabliſhed the Royal Philippine company. Their capital was about £1,300,000 ſterling. They have the charge of diſpatching the ſhips for South America, other ſhips, alſo under their direction, being appointed to carry on the trade between Acapulco (on the weſt coaſt of America) and the Philippine iſlands, the inhabitants of which ſubſcribed a tenth part of the company's capital ſtock. The king of Spain alſo, for the further encouragement of trade, opened the ports of the Philippine iſlands to all nations †. In general, Spain may be ſaid to have made conſiderable efforts to ſhake off the torpor, which had for ſome centuries ſunk that fine country beneath its due place in the ſcale of Europe. The empire of ſuperſtition began to loſe ground: learning and the uſeful arts were cultivated; and a ſpirit of liberality and improvement was generally diffuſed ‡.

In the oppoſite extremity of Europe the Ruſſians were making large ſtrides to emulate, in point of enterpriſe and improvement, the other nations, who had got the ſtart of them in civilization. The empreſs ordered an expedition by land for exploring the remote parts of her dominions: and ſhe ſent another by ſea from the River Anadir to coaſt

* The canal of Languedoc carries only ſix feet of water; its greateſt height is 600 feet; and its length about 220 miles.

† Notwithſtanding all theſe apparent advantages, if we may judge from the opinion of the liberal and enlightened Perouſe, formed upon his obſervations when he was at Manila, there is but little proſpect of any very extenſive or advantageous commerce being carried on in that moſt fertile and excellent country.

‡ It will not be impertinent to remark, as an inſtance of the ſpirit of ſcientific reſearch prevalent at this time in Spain, that among the prize ſubjects propoſed by the Economical ſociety of Madrid were the two following queſtions.—What is the true ſpirit of a legiſlation favourable to the agriculture, arts, induſtry, and commerce, of a great kingdom?—and, What are the evils ariſing from a perpetual entail of funded debt, and the beſt means to check and repair thoſe evils without producing greater evils?

along the unknown ſhores of her own vaſt empire. A canal was made between the Twertz, a branch of the Wolga, and the Miſta, which, by the help of the great lakes, opens a paſſage to the Neva, and thereby completes an inland navigation of 1,434 miles (chiefly indeed upon rivers and lakes) between the Caſpian and the Baltic ſeas.

In Denmark a very capital, though a ſhort, canal which was begun in the year 1777, was opened for uſe in the month of May this year, and made free to all nations, on paying the proper lock dues, for ſix years. It is only about twenty miles in length, though it goes quite acroſs the peninſula of Yutland, and ſea veſſels drawing not above ten feet of water may paſs through it from the Ocean to the Baltic ſea. It coſt about £200,000 ſterling, and, though the greateſt height of the ground is only about twenty-five feet, it is a very grand national work.

Even in Turkey the light of ſcience began to ſhine out. A printing preſs, the vehicle of all knowlege, was eſtabliſhed; and a hiſtory of the Turkiſh empire was publiſhed. The French Encyclopedie was tranſlated by authority of the government, in order to be printed with all the illuſtrative plates. And the prieſts in vain oppoſed the illumination of the empire, as a dangerous encroachment upon the antient eſtabliſhed uſages.

Early in the ſummer of the year 1785 the Eaſt-India company of Oſtend and Trieſte, a favourite object of the emperor's attention, became bankrupt for twenty millions of French livres; and the principal director abſconded. Thus the whole project of becoming great in the Eaſt-India trade fell to the ground. The German trade on the Danube and the Black ſea, the freedom of which had been extorted from the Turk in the day of his diſtreſs, was not much more ſucceſsful than the India trade. It ought not to be forgotten, that the emperor, whoſe active mind was continually conceiving new plans of improvement, or at leaſt alteration, after having laid ſuch heavy duties on Britiſh manufactures as almoſt amounted to a prohibition, proceeded in December to command a total prohibition of the importation of Britiſh manufactures in every part of his dominions.

A new gold mine was diſcovered this year in the province of New Andaluſia in South America.

The following account was publiſhed this year as the average of the imports of the principal articles from the French iſlands in the Weſt-Indies.

Sugar,	130,000 caſks, valued at - -	90,000,000 livres
Coffee	60,000,000 pounds - - -	45,000,000
Indigo	2,000,000 pounds - - -	18,000,000
Cacoa	1,500,000 pounds - - -	1,000,000
Cotton	3,000,000 pounds - -	6,000,000
		160,000,000

The duties on theſe commodities, including thoſe paid on the ſugar

refined in France, amounted to 18,323,500 livres. And the ſhips employed in carrying them home to France are eſtimated at 600, and to average 300 tuns burthen, and the ſeamen at 15,000.

About the end of this year there was a new coinage of louis-d'or in France to the value of twenty-ſeven millions ſterling. The ſtandard of the gold in the new money was $21\frac{2}{3}\frac{1}{2}$ carats: and the proportion of ſilver to gold was fixed at fifteen for one.

The duty on coaches in Great Britain amounted this year to £163,988; a proof of the proſperity, as well as of the luxury, of the country.

If the eſtimated amount of the poor's rate in the years 1750 and 1774 viz. *three millions*, was nearly correct, [*ſee above, V.* iii, *p.* 560] it muſt have fallen much lower afterwards, even in time of war, which is rather improbable. From the returns made by each pariſh to parliament it appears, that the net expenſe of the poor in England and Wales for the year 1776 was - - - £1,529,780 0 1
that the money raiſed by aſſeſſment in the year 1783 was 2,132,486 12 2
1784 2,185,889 7 8
1785 2,184,904 18 11
and the net money annually paid for the uſe of the poor upon the average of theſe three years was - 2,004,238 5 11
the remainder of the money collected being expended upon vagrants, militia, bridges, gaols, churches, roads, miniſter's ſalaries, attendance on magiſtrates, entertainments, law ſuits, &c. *

The pariſhes of England and Wales appeared from returns alſo made to parliament, to poſſeſs, in addition to the contributions of the inhabitants, funds in land amounting annually to - £210,467 8 10
and in money - - - - 48,243 10 5
£258,710 19 3

The following authentic account of the value of the merchandize exported from, and imported into, Peterſburg in the courſe of this year, ſhows, that the Britiſh merchants took off above two-thirds of the goods ſhipped at that port, while they brought only about one quarter of thoſe imported; whence it appears, that Ruſſia receives from Great Britain the money neceſſary to pay for the goods taken from other countries.

By merchants of	Value of exports, *Rubles.*	Value of imports, *Rubles.*	Duties levied at Peterſburg and Cronſtadt, *Rubles.*
Ruſſia .	2,556,307	6,077,938	
Great Britain	9,035,846	2,365,909	
Holland .	184,196	275,902	
Lubeck .	72,122	88,451	
Denmark .	541,976	241,511	
Spain .	166,248	80,822	
Portugal .	121,935	129,479	
France .	328,265	42,811	
Italy .	278,295	84,521	
Pruſſia .	1,005	20,150	
Sweden .	45,688	42,550	
Dantzik .	1,501	2,282	
Hamburgh	113,861	174,093	
Switzerland	2,662	4,670	
Armenia .	1,380	1,279	
Roſtock .		32,499	
Saxony .		11,482	
Germany .	1,344	80,287	
Sundry places	14,840	136,075	
By captains of veſſels	30,166	141,065	
Totals .	13,497,637	10,033,776	3,082,698

* For particular accounts of the expences of the poor in each county, &c. ſee the *Parliamentary regiſter, V.* xxxix, *p.* 438, or *Eden's State of the poor, V.* i, *p.* 370.

The official value of the imports and exports of Great Britain during the year 1785 was as follows.

Countries, &c.	Imported into ENGLAND.	Imported into SCOTLAND.	Exported from ENGLAND. British merchandize.	Exported from ENGLAND. Foreign merchandize.	Exported from ENGLAND. Total.	Exported from SCOTLAND. British merchandize.	Exported from SCOTLAND. Foreign merchandize.	Exported from SCOTLAND. Total.
Denmark, &c.	£84,313 16 4	£33,141 15 6	£139,640 19 9	143,571 3 5	283,212 3 2	33,799 8 3	5,384 3 11	39,183 12 2
Russia	1,288,314 6 9	318,374 0 4	151,440 1 5	64,697 13 8	216,137 15 1	17,352 1 11	508 14 1	17,860 16 0
Sweden	164,378 10 10	39,387 4 9	25,523 9 4	35,760 16 5	61,284 5 9	2,634 15 1	1,388 4 7	4,022 19 8
Poland	431,087 6 9	24,062 3 9	65,915 13 8	29,529 1 7	95,444 15 3	1,751 3 0	66 16 4	1,817 19 4
Prussia		28,336 5 2				326 0 10	195 0 0	521 0 10
Germany	540,113 4 4	19,064 14 8	674,855 19 6	699,126 0 7	1,373,982 0 1	5,927 4 0	24,070 18 9	29,998 2 9
Holland	337,465 6 9	130,656 0 2	612,027 10 3	752,403 12 0	1,364,431 2 3	87,353 6 8	54,519 3 8	141,872 10 4
Flanders	127,360 4 2	583 16 0	396,707 4 0	497,405 2 4	894,112 6 4	2,733 9 2	30,992 4 5	33,725 13 7
France	208,331 4 1	3,460 2 1	243,609 9 7	313,834 11 3	557,444 0 10	1,198 9 10	45,671 4 9	46,869 14 7
Portugal	401,898 1 10	26,166 18 1	784,733 14 11	10,491 14 9	795,225 9 8	2,462 4 0	517 5 4	2,979 9 4
Madeira	2,873 14 2	6 6 0	40,665 18 5	4,312 13 3	44,978 11 8			
Spain	685,333 2 5	12,379 12 4	722,881 2 7	54,656 11 7	777,537 14 2	10,334 14 4	10,191 14 0	10,526 8 4
Canaries	4,457 15 11		15,809 2 6	1,225 16 8	17,034 19 2			
Straits			305,487 7 6	540 16 3	306,028 3 9			
Gibraltar	2,616 9 11		57,677 16 10	27,739 4 5	85,417 1 3	532 19 1	257 13 6	790 12 7
Italy	684,510 15 3	2,644 16 9	404,924 5 9	105,927 13 1	510,851 18 10	2,319 8 0		2,319 8 0
Venice	69,194 12 4		10,737 1 0	9,557 17 7	20,294 18 7			
Turkey	146,906 1 3		52,096 13 11	30,352 16 5	82,449 10 4			
Ireland	1,694,497 9 8	317,791 6 2	740,152 6 1	1,142,376 9 7	1,882,528 15 8	150,345 11 9	135,739 17 4	286,085 9 1
Man	8,201 6 6	188 10 0	17,392 5 7	13,314 5 0	30,706 10 7	1,161 10 1		1,161 10 1
Guernsey, &c.	45,220 11 4	3,362 14 11	63,923 0 8	30,008 2 10	93,931 3 6	372 0 0		372 0 0
Greenland	63,727 12 10	10,512 11 11		913 13 10	913 13 10			
United states, America	775,890 13 4	117,704 12 4	1,944,058 12 8	134,684 9 4	2,078,743 2 0	199,788 10 3	29,491 9 9	229,280 0 0
British colonies, ditto	204,009 17 2	4,522 9 3	455,576 7 9	195,659 5 6	651,235 13 3	32,165 7 10	7,887 9 9	40,052 17 7
America in general	18,823 13 3		31,120 1 3	743 11 10	31,863 13 1			
British West-Indies	4,052,974 16 6	287,130 5 9	975,930 10 2	103,084 12 10	1,079,015 3 0	106,988 5 10	11,207 3 3	118,195 9 1
Foreign ditto	60,851 3 6		644 13 0	8 12 10	653 5 10			
East-Indies	2,703,940 14 1		1,074,275 13 4	79,257 1 5	1,153,532 14 9			
Africa	48,535 12 0		412,656 15 0	174,539 15 2	587,196 10 2			
Northern fishery	1,554 2 5							
Southern fishery	8,483 12 11		1,800 10 1	602 19 9	2,403 9 10			
Prize goods	34,076 17 0			30,941 10 0	30,941 10 0			
Totals	14,899,942 15 7	1,379,476 5 11	10,422,264 6 6	4,687,268 14 5	15,109,533 0 11	659,546 9 11	348,089 3 5	1,007,635 13 4

Summary.

			Britiſh merchandize.	Foreign merchandize.	Total.
Imports of	England	£14,899,942 15 7			
	Scotland	1,379,476 5 11			
Totals		£16,279,419 1 6			
Exports of	England		£10,422,264 6 6	£4,687,268 14 5	£15,109,533 0 11
	Scotland		659,546 9 11	348,089 3 5	1,007,635 13 4
			£11,081,810 16 5	£5,035,357 17 10	£16,117,168 14 3

There belonged this year to all the ports

of England	7,926	veſſels of the reputed burthen of	751,626 tuns
and of Scotland	1,827	- - - -	107,980
Totals	9,753		859,606

There were entered this year in all the ports of Great Britain, from and to foreign countries, including repeated voyages,

	Britiſh		Foreign		Total.	
	Veſſels.	Tuns.	Veſſels.	Tuns.	Veſſels.	Tuns.
Inward -	10,118	1,077,681	1,686	186,675	11,911	1,241,761
Outward -	11,293	1,115,022	1,022	121,197	12,609	1,182,479

The net amount of the cuſtoms, including the Weſt India four-and-a-half-per-cent duty, paid into the exchequer in the courſe of the year, was

from the cuſtom-houſe in London -	£4,472,091	13	3
and from the cuſtom-houſe in Edinburgh -	120,000	0	0
Total net revenue of the cuſtoms of Great Britain *	£4,592,091	13	3

There were coined at the mint in the courſe of this year

53,250 pounds of gold, value - -	£2,488,106	5	0

and no ſilver.

1786, March 3d—The permiſſion to import bread, flour, Indian corn, and live ſtock, from the United ſtates to Newfoundland and the adjacent iſlands in Britiſh veſſels, furniſhed with licences for that eſpecial purpoſe, was extended to the 30th of June 1787. [26 *Geo. III, c.* 1.]

March 24th—The taxes upon retail ſhops in houſes of leſs rent than thirty pounds a-year were lowered. [26 *Geo. III, c.* 9.]

The rapid increaſe of the flouriſhing commercial town of Liverpool calling for ſeveral new accommodations and improvements, an act was paſſed for additional market places, for making new ſtreets and widening old ones, ſupplying the town with wholeſome water, regulating hackney coachmen, porters, carters, &c. [26 *Geo. III, c.* 12.]

May 22d—As the act [15 *Geo. III, c.* 31] for the encouragement of the Newfoundland fiſhery was ſoon to expire, it was thought expedient to renew it with increaſed bounties. It was therefor now enacted, that during ten years after the 1st of January 1787 the firſt two hundred veſſels, which ſhould land upon the coaſt of Newfoundland, a cargo of at leaſt 10,000 fiſh from each veſſel, caught entirely by the crew of the veſſel on or before the 15th of July in each year, and proceed again to the fiſhing banks, and ſo return to the iſland with a ſecond cargo of fiſh, ſhould receive the following bounties, viz.

* The conſiderable increaſe of the cuſtoms this year was in a great meaſure owing to arrears paid up by the Eaſt-India company, which were due upon their imports of 1782 and 1783.

	carrying 12 or more men,		carrying from 7 to 11 men,	
	on wages	wholely on shares	on wages	wholely on shares
Each of the firſt hundred veſſels	£40	£50	£25	£35
Each of the ſecond hundred veſſels	25	35	18	21

The veſſels muſt be Britiſh built, and wholely owned by Britiſh ſubjects reſiding in Great Britain or Ireland, or the iſlands in Europe ſubject to the Britiſh crown; and the maſter, and at leaſt three fourths of the crew, muſt be Britiſh ſubjects: but there is no limitation of the tunnage of the veſſels in this act, as in the former one. The precautions againſt the deſertion of the men, and their refuſal to do their duty, were repeated with ſome improvements. The maſter of every veſſel importing oil, blubber, or ſeal ſkins, is required to make oath, that they are the produce of fiſh or marine animals caught on, or near to, the coaſts of Newfoundland by Britiſh ſubjects carrying on the fiſhery from Europe, in order to get them admitted to entry free of duty. To prevent the deſtruction of ſmall cods, nets with meſhes of leſs than four inches were prohibited to be uſed in that fiſhery under a penalty of £100. The fiſhermen and the inhabitants of Newfoundland were ſtrictly prohibited from ſelling veſſels or any thing belonging to them, fiſhing tackle of any kind, bait for fiſhing, or any produce of the iſland or of the fiſheries, to any foreigners; and from purchaſing any thing whatever from foreigners, with the exception of proviſions under the reſtrictions enacted in the firſt act of this ſeſſion. The importers of foreign ſalt into this kingdom are permitted to give bond for the duties, which may be cancelled by the exportation of the ſalt within twelve months. [26 *Geo. III, c.* 26.]

May 26th—The ſeveral proviſions hitherto made for the reduction of the national debt by a ſinking fund had been rendered ineffectual by the liberties frequently taken of diverting the money to other purpoſes. And as the fund itſelf was alſo of an uncertain amount, it is not to be wondered at, that the operation of it had been languid, and the reduction effected by it inconſiderable. It was now determined to make a certain, permanent, and unalienable, proviſion for that neceſſary purpoſe, to conſiſt of an annual million to be paid quarterly, and of all the annuities for lives or for limited terms of years, as they ſhould expire, the taxes appropriated for the payment of them ſtill continuing to be levied upon the people. And the SINKING FUND, thus ſecured, was veſted in ſix commiſſioners of high rank and character, for the purpoſe of paying off any branch of the debt, which may be above par (parliament previouſly taking the neceſſary ſteps to enable them) and buying, from thoſe who offer them for ſale, any branches of it, which are below par*,

* £100 is the par price of an annuity of £5. It has alſo been ſtated as the par price of one of £3 by moſt writers on the finances.

or, failing them, and no proviſion being made by parliament, ſuch funds as they may think moſt eligible, though above par. And all dividends ariſing from ſuch purchaſes are alſo to be immediately inveſted in the ſame manner. The commiſſioners are directed to make their purchaſes, in ſums nearly equal, on every day of the week except Monday and Saturday, on which days they purchaſe none. The commiſſioners may ſubſcribe a ſum, not exceeding their annual income, in any new loan bearing intereſt at the ſame rate with ſome of the exiſting branches of the funds. And, laſtly, whenever the annual income, including the annual million, as well as the dividends ariſing from the purchaſes, ſhall amount altogether to four millions, 'the dividends due on ſuch part of 'the principal or capital ſtock as ſhall thenceforth be paid off by the 'ſaid commiſſioners, and the monies payable on ſuch annuities for lives 'or years as may afterwards ceaſe and determine, ſhall no longer be 'iſſued at the receipt of his Majeſty's exchequer, but ſhall be conſidered 'as redeemed by parliament, and ſhall remain to be diſpoſed of as par-'liament ſhall direct.' [26 *Geo. III, c.* 31.]

It is evident that a fund, poſſeſſing ſo many copious ſources of accumulation, and having no outlet of expenditure*, muſt ſoon increaſe to a prodigious amount. And indeed the meaſure has been of very important ſervice, not only to the public in a corporate capacity, but alſo to the vaſt number of individuals, who have property in the public funds, and to ſuch landholders as have occaſion to bring their eſtates to market. In ſo far as it keeps the intereſt to be gotten by buying into the public funds from getting up to a very extravagant height, it is alſo of great benefit to the commercial world. Some political writers have amplified the advantages flowing from this permanent ſinking fund to an incalculable extent. But the merits of it need no exaggeration.

The abatement of duty, allowed on ſalt carried to the iſland of Mann, was leſſened. The quantity of refined and baſtard ſugar, to be annually carried to the ſame iſland, was limited to four hundred-weight of the former, and ten hundred-weight of the later, to be ſhipped only at Liverpool in Britiſh veſſels, and to be landed only at Douglas: and the people of Mann are not allowed to export any part of it. The liberty of importing foreign fiſh in Mann was reſcinded, except upon a failure of the fiſhery on the coaſts of the iſland, in which caſe the magiſtrates, called the keys of Mann, are authorized to permit the importation of foreign herrings, not exceeding ten thouſand barrels, for the conſumption of the iſland. [26 *Geo. III, c.* 36.]

The flouriſhing commercial town of Newcaſtle upon Tine obtained an act for various improvements, pretty much ſimilar to that obtained in this ſame ſeſſion by Liverpool. [26 *Geo. III, c.* 39.]

* There is a trifling expenſe of about £1,600 a-year for the ſecretary, broker, &c. but it does not appear to be borne by the fund, the amount of all the various branches of income being exactly balanced by the purchaſes made in the year.

June 13th—For ſome time the attention of government had been very much turned to the ſuppreſſion of every branch of ſmuggling. The commutation act, and the ſmuggling act, had already in a great meaſure aboliſhed the trade of thoſe who made ſmuggling their ſole purſuit: but there remained a very conſiderable ſmuggling buſineſs, carried on by veſſels in regular trade upon their arrival on the coaſt; and great impoſitions upon the revenue were committed by fraudulently relanding goods ſhipped for exportation upon bounties and drawbacks. In order to remedy theſe evils, it was now enacted, that the commander of every Britiſh veſſel, taking onboard goods for any Britiſh port, ſhould make out a manifeſt, ſigned by himſelf, and containing the name, burthen, and deſcription, of the veſſel, the port to which ſhe belongs, and the commander's name, together with an exact account of every article of the cargo, with the marks, numbers, and deſcription, of the packages, and the place, or places, of ſhipping. The commander, before he ſails from any port in the foreign dominions of Great Britain, muſt deliver his manifeſt to the principal officer of the cuſtoms, or, failing ſuch officer, to the chief magiſtrate of the place, who is directed to take a copy of it, and to return the original, with an indorſation of the time when it was preſented, and to tranſmit his duplicate to the collector of the port in Great Britain, to which the veſſel is conſigned. The commanders of veſſels, ſailing from ports belonging to foreign powers, muſt verify the contents of their manifeſts by oath taken before the Britiſh conſul, or other chief Britiſh officer, at or near the port of ſhipping. On his arrival within four leagues of the Britiſh coaſt the commander is required to deliver a copy of the manifeſt to the firſt officer of the cuſtoms who ſhall board him; and on arriving within the limits of his port of conſignment, he muſt deliver a ſecond copy to the firſt officer who ſhall board him: and both officers are to acknowlege ſuch delivery, with the date, &c. on the back of the original manifeſt, and to tranſmit their copies to the collector or comptroller of the port of conſignment. The commander and chief mate of every veſſel breaking bulk, or delivering any goods whatever, before permiſſion to unload is duely obtained, unleſs in caſes of abſolute neceſſity, are made liable to fines of £200 each. The certificates, required by former acts on the importation of particular goods, ſtill continue to be required. The commander and chief mate of every veſſel outward bound muſt give bond with ſecurity for £200 each, that they will not allow any goods to be delivered illegally, nor give any obſtruction to the officers of the revenue in the execution of their duty. To prevent frauds in receiving bounties or drawbacks, the packers or their foremen are required to make oath to the contents of all bales packed by them; and debentures are to be made out in the names of the real owners of the goods. With reſpect to goods exported to Ireland, Guernſey, or Jerſey, the bounties or draw-

backs are not payable, till a certificate is received of the arrival of the goods. Commanders of veſſels, neglecting to bring to at the uſual places to receive onboard, or to land, the revenue officers, are made liable to a penalty of £100: and revenue officers are empowered to demand acceſs to every part of any veſſel, and forcibly to open any cheſt or box, the key of which is withheld from them. Commanders of ſhips of war, and inferior officers authorized by them, are empowered to ſeize any veſſel or goods ſubject to forfeiture, without any deputation from the commiſſioners of the revenue.—The act contains a multitude of other regulations all tending to render it next to impoſſible to ſmuggle the ſmalleſt article from onboard a veſſel, and alſo laying reſtraints upon the inland carriage of Eaſt-India goods. [26 *Geo. III, c.* 40.]

June 13th—The act for giving a bounty on the Greenland whale fiſhery being almoſt expired, a bounty of *thirty ſhillings* per tun, to continue for five years after the 25th of December 1786, was now allowed on every voyage to Greenland or Davis's ſtraits to all Britiſh veſſels properly qualified, of which the maſters and three fourths of the crews are Britiſh ſubjects, and ſailing from Great Britain, Guernſey, Jerſey, or Mann, on or before the 10th of April in every year for the purpoſe of catching whales and other marine animals. Ships of 200 tuns muſt carry 40 harpoon irons and 40 lines, 4 boats, and 30 men, including the maſter and ſurgeon: and ſhips from 200 to 400 tuns muſt carry 10 harpoon irons, 10 lines, 1 boat, and 6 men for every 50 tuns of their meaſurement above 200. Veſſels of 150 tuns are now entitled to the bounty, their number of men, &c. being in proportion: and after the 25th of December 1786 no veſſel is entitled to bounty for more than 300 tuns, unleſs ſhe has been already employed in the ſame fiſhery. Every ſhip muſt keep a regular log-book, which muſt be produced to the commander of any Britiſh ſhip of war they may meet with at ſea, and to the Britiſh conſul at any port they may put into, who are required to note upon it the time it was produced. And they muſt keep the Greenland ſeas, the ſouthern limit of which is declared to be the parallel of 59° 30′ north latitude, till the 10th day of Auguſt, unleſs they may have ſooner obtained a cargo of at leaſt 10 tuns of oil, or inſtead of it 15 tuns of blubber, and one half tun of whale fins, for every 100 tuns of their veſſel's burthen, the produce of whales or other marine animals caught by the crew in thoſe ſeas.—The oil, blubber, and fins, of whales, the oil and ſkins of ſeals, and in general the produce of marine animals caught in the Greenland ſeas by Britiſh veſſels conforming to all the regulations of this act, are admitted to entry free of duty.—And veſſels fitted out from Ireland, agreeable to the regulations of this act; are alſo entitled to the ſame bounty. [26 *Geo. III, c.* 41.]

Parliament laid an additional duty of one halfpenny on every batten, and of two pence on every deal, imported in Great Britain. [26 *Geo. III, c.* 42.]

The bounty of 7*s*, and the additional bounty of 2*s*, on every hogſhead, containing 50 gallons, of ſalted pilchards exported, which were allowed by former acts, were continued till the 24th of June 1791; with a condition, that, when more than 20,000 hogſheads are exported in any one year, the additional bounty of 2*s* ſhall be allowed only for 20,000 hogſheads, and that ſum ſhall be divided among the whole exporters in proportion to the quantity exported by each. [26 *Geo. III, c.* 45.]

June 16th—For the encouragement of the Southern whale fiſhery, the following premiums were enacted to be paid for ten years to twenty veſſels proſecuting that fiſhery according to the regulations preſcribed, viz.

For *fifteen* veſſels, which ſhould ſail between the 1st of May and the 1st of September in each year, and having proceeded to the ſouthward of 7° north latitude, and carried on the fiſhery for whales and other marine animals, ſhould return to Great Britain before the 1st of July in the ſubſequent year,

each of three ſhips having the greateſt quantity of pure oil or head-matter - - - - - -	£500
each of the three having the next greateſt quantities -	400
each of the three having the next greateſt quantities -	300
each of the three having the next greateſt quantities -	200
each of the three having the next greateſt quantities -	100

For *five* veſſels, ſailing as above, and proceeding beyond 36° ſouth latitude, and returning not ſooner than eighteen months, nor later than twenty-eight months, after the 1st of May in the year of their departure, premiums of £700, £600, £500, £400, and £300, according to the quantity of oil and head-matter.

No premium is allowed to any veſſel having leſs than twenty tuns of oil and head-matter, and the whole muſt be the produce of whales or other marine animals really caught by the crews of the veſſels. The veſſels muſt be Britiſh-built, and owned by perſons reſiding in Great Britain, Ireland, Guernſey, Jerſey, or Mann; and the commanders and three fourths of the crews muſt be Britiſh ſubjects: but veſſels clearing out from Great Britain may carry foreign proteſtants, who have been formerly employed in ſuch fiſheries, on their making oath that they intend to ſettle in Great Britain as ſubjects. Each veſſel muſt have one apprentice, bound for three years, for every fifty tuns of her meaſurement. The veſſels may clear out from any port of Great Britain, Ireland, Guernſey, Jerſey, or Mann. A regular log-book muſt be kept, which muſt be produced to the commander of every Britiſh ſhip of war met with at ſea, and to the Britiſh conſul, if any, in every port the ſhip may touch at, and finally muſt be delivered, with atteſtation upon oath of the truth of the contents, to the collector of the cuſtoms at the port of arrival. Veſſels engaged in theſe fiſhing voyages are allowed, upon

taking out a licence from the Eaſt-India company for every voyage, to proceed 15° to the eaſtward of the Cape of Good Hope, and as far north in the Indian ocean as 30° ſouth latitude; and, on taking a licence from the South-ſea company, to proceed 50° to the weſtward of Cape Horn, and as far north in the Pacific ocean as the Equinoctial line: but they muſt neither carry out, nor import, any other goods than the materials for their fiſhery, and the produce of it. Foreigners, accuſtomed to this fiſhery, after having been employed in it during five years out of Britiſh ports, and having ſettled their families in Great Britain, become entitled to the privileges of Britiſh ſubjects; and veſſels belonging to ſuch foreigners, after having been five years employed in the fiſhery, may be licenced as Britiſh veſſels. [26 *Geo. III, c.* 50.]

An act was paſſed to prevent the fraudulent removal of tobacco; and for fixing the duty upon tobacco, the produce of the Britiſh colonies or the United ſtates of America, at 1*s*2$\frac{7}{8}$*d* per pound-weight; and diſcontinuing the diſcount that uſed to be allowed on paying the bonds; and alſo eſtabliſhing ſome other regulations for the ſecurity of the revenue ariſing from that article. [26 *Geo. III, c.* 52.]

The following acts of parliament were continued for limited times, viz.

The act for the importation of lumber from the Britiſh colonies in America free of duty, continued till 29th September 1792.

The act for granting an allowance upon the exportation of Britiſh-made gun-powder, continued till 29th September 1792.

The act for encouraging the manufacture of Britiſh ſail-cloth, and for ſecuring the duties on the importation of foreign ſail-cloth, continued till 29th September 1792.

The act for carrying Britiſh ſugars from the place of their growth in Britiſh-built veſſels, navigated according to law, directly to foreign parts, continued till 29th September 1792.

The act for importing ſalt from Europe into the province of Quebec, continued till 24th June 1790.

The act for the free importation of tallow, hog's lard, and greaſe, continued till 25th March 1788.

The act for permitting the free importation of raw goat ſkins, continued till 20th June 1790.

The act for altering the duties on the importation of the ſeveral ſpecies of aſhes uſed in the manufactures, continued till 31st March 1789.

The act for regiſtering the prices of corn ſold in Great Britain, and the quantities of corn imported and exported, prolonged for ſeven years.

The act for allowing drawbacks on materials uſed in the manufactures of flax and cotton, continued till 1st January 1788.

The allowance of drawback of the duties on rum ſhipped as ſtores onboard merchant veſſels, continued in force till 1st April 1788.

The act for a bounty on the importation of hemp and undreſſed flax from the Britiſh colonies in America, continued till 24th June 1806. [26 *Geo. III, c.* 53.]

In an act for amending the India regulating act [24 *Geo. III, c.* 25] new rules were laid down for conducting trials for offences committed in India: the ſection, compelling the ſervants of the company returning from India to deliver inventories of their property, was repealed: and the governors and judicatures in India were empowered to ſeize the perſons and property of interlopers, and to proceed to judgement upon them. [26 *Geo. III, c.* 57.]

June 27th—Several of the duties, payable upon the importation of foreign wines, were now repealed. In addition to the tunnage, poundage, and other ſubſidies, &c. not repealed by this act, £35 : 14 : 0 per tun on French wines, and £17 : 17 : 0 per tun on all other wines, were impoſed: and theſe duties were put under the management of the commiſſioners of exciſe. From theſe duties there were allowed drawbacks on exportation,

	to America	to the Eaſt-Indies	to any other place.
on French wine exported	£19 13 0	£19 13 0	£11 5 0
on other wine exported	14 7 0	9 17 0	5 13 0

A multitude of other regulations were at the ſame time enacted to prevent frauds upon the revenue in the wine trade. [26 *Geo. III, c.* 59.]

For the encouragement of Britiſh ſhipping it was enacted, that after the 1st day of Auguſt 1786 no veſſel ſhould be accounted Britiſh, unleſs ſhe were built in the Britiſh dominions, or taken as a prize. Every decked veſſel of the burthen of fifteen tuns or more muſt have her burthen (or meaſurement) accurately aſcertained according to a preſcribed rule for determining the length of the keel, which multiplied by the breadth, and the product by half the breadth, all in feet, and that product divided by 94, gives the legal number of tuns. Her name, with that of the port ſhe belongs to, muſt be conſpicuouſly painted upon her ſtern. And a regiſter muſt be taken out for her, wherein muſt be deſcribed very accurately her dimenſions, burthen, built, rig, the port ſhe belongs to, the names of the owners, who muſt all reſide in the Britiſh dominions (unleſs ſome of them are members of Britiſh factories, or partners in Britiſh mercantile houſes, reſiding abroad, and actually trading with Great Britain or Ireland) the name of the commander, together with every other diſtinguiſhing particular, the moſt minute. The name of a veſſel muſt upon no account be altered; and every change of the property, or of the commander, muſt be indorſed upon the certificate of regiſtry, and alſo entered in the book of regiſters kept at the port ſhe belongs to. If veſſels are raiſed upon, or lengthened, new certificates muſt be obtained. The proper officer at every port is directed to ſend a copy of every regiſter to the cuſtom-houſe at London or Edin-

burgh.—Veſſels belonging to, and duely regiſtered in, Ireland, enjoy all the privileges of Britiſh ſhips.—Veſſels belonging to any of the royal family, and craft uſed ſolely for inland navigation, are not ſubjected to the regulations of this act. [26 *Geo. III, c.* 60.]

July 5th—The Eaſt-India company were empowered, for the further extenſion of their commerce, to borrow a ſum of money at an intereſt of *three per cent* *, the whole annual intereſt not exceeding £36,226 : 16 : 0, which together with £89,773 : 4 : 0, the intereſt payable on £2,992,440 : 5 : 0 borrowed by them in virtue of a former act, [23 *Geo. II, c.* 22] are equal to the annual ſum of £126,000, payable to the company by the public, as intereſt at three per cent on £4,200,000 advanced at various times by the company, the debt of the public to the company being a collateral ſecurity to the holders of the annuities. The company were alſo empowered to add to their ſtock the ſum of £800,000, at the rate of £160 to be paid for every £100 of ſtock ſubſcribed for, and the preſent proprietors of ſtock were entitled to a preference in ſubſcribing, as far as 50 per cent upon the ſtock held by them. This addition makes the whole capital ſtock of the company £4,000,000. [26 *Geo. III, c.* 62.]

New regulations were again enacted this year for the Scottiſh diſtilleries. [26 *Geo. III, c.* 64.] But there is no end of the variations of the diſtillery and fiſhery laws.

There was a lottery this year for 50,000 tickets, on which government had a profit of £188,750. [26 *Geo. III, c.* 65.]

New regulations were alſo made for the Engliſh diſtilleries: and ſome of the duties on Britiſh Weſt-India rum were repealed, which, it was hoped, would give a further check to the buſineſs of ſmuggling. [26 *Geo. III, c.* 73.]

For the encouragement of the importation of foreign wines, an additional duty of 6*s* per barrel, with 15 per cent on the amount of it, was laid upon all made wines, ſweets, or Britiſh wines, made for ſale. [26 *Geo. III, c.* 74.]

Wool cards, or ſtock cards, not above 4*s* per pair, and ſpinner's cards not above 1*s*6 per pair, in value, were allowed to be exported. [26 *Geo. III, c.* 76.]

Many regulations were enacted for ſecuring the duties on a variety of articles ſubject to exciſe, and to prevent frauds on the revenue in the exportation of ſuch articles. [26 *Geo. III, cc.* 77, 78.]

By a new act 'for the more effectual encouragement of the Britiſh 'fiſheries,' an annual bounty of *twenty ſhillings* per tun, to continue for ſeven years after the 1st of June 1787, was granted to every decked veſ-

* It does not follow, that they were to receive £100 for an annual payment of £3, as the term *three per cent* imports. They were to obtain ſuch purchaſe money as they could for a transferable annuity of £3.

ſel of fifteen tuns burthen or more, built in Great Britain after the 1st of January 1780, and carrying five men for fifteen tuns, and one man for every five tuns, above fifteen, of her burthen. She muſt alſo have onboard twelve buſhels of ſalt for every laſt of herrings ſhe is capable of carrying, and as many new barrels, made of ſtaves half an inch in thickneſs, and full bound, as ſhe can ſtow; alſo 250 ſquare yards of net (of any dimenſion moſt convenient) with proper appendages, for every tun of her burthen: and ſhe muſt ſail between the 1st of June and the 1st of October directly to the fiſhing ſtation, and there continue fiſhing for three months, reckoning from the day of wetting the nets, unleſs ſhe ſhall have ſooner obtained a full cargo, wholely caught by the crew *. A further bounty is allowed of 4*s* for every barrel of repacked herrings landed at the port of arrival, as far as a proportion of two barrels and a half for every tun of the veſſel's burthen, and of 1*s* for every barrel beyond that proportion. But the barrels are counted at landing, when they are in the condition of ſea-ſteeks (herrings ſalted and barreled at ſea), and four barrels in that condition are reckoned for three barrels of repacked. As ſome encouragement to the boat fiſhery a bounty of 1*s* per barrel was allowed for herrings, properly ſalted and cured, landed from open boats. All caſks entitled to bounty muſt have a diſtinguiſhing mark, and alſo the curer's name, branded upon them, on penalty of forfeiture.

For the further encouragement of the *deep-ſea fiſhery* on the north and north-eaſt coaſts of this kingdom, premiums of 80, 60, 40, and 20, guineas were allotted to be paid, in addition to the tunnage and barrel bounties, to the four veſſels, having the greateſt quantities of herrings, caught by their own crews, landed between the 1st day of June and the laſt day of November † in each of the ſeven years.

In order to extend the ſale of fiſh, and to provide a cheap and wholeſome article of food, the duties hitherto payable on the carriage of fiſh caught by Britiſh ſubjects for home conſumption were now aboliſhed, except in the caſe of fiſh carried from Scotland to England, on which a duty is laid for equalizing the ſalt duties. The bounty of 5*s* per tun, given by an act of 5 Geo. I, on particular kinds of cured fiſh, was now reduced to 3*s*. Some efforts were made by this act to lighten the intolerable grievances of the ſalt bonds; and the revenue officers were prohibited from taking any fees.

The bounty of 1*s* per barrel was allowed on herrings caught by boats on the coaſt of Mann, and landed on that iſland: and the duties on the

* Mr. Irving's official account, given in to the committee of the houſe of commons in the year 1798, ſhows that in 1787 one veſſel of 27 tuns belonging to Ilfracombe received a bounty of £27 in virtue of this act, no other veſſel belonging to England having received any thing during the whole continuance of the act; and not one veſſel belonging to Scotland ever received this bounty.

† So, I ſuppoſe, we ſhould underſtand 'the 'thirty-firſt day of November.'

importation of herrings thence to Great Britain were repealed. [2 *Geo. III, c.* 81.]

The bounty on the exportation of Britiſh-made cordage, enacted by act 6 *Geo. III, c.* 45, and continued by ſeveral others, was now further continued for four years more. But no quantity under three tuns is entitled to bounty; nor any quantity, unleſs the exporting veſſel appears, upon inſpection, to have a ſufficient ſtore of cordage for her own uſe during the voyage. [26 *Geo. III, c.* 85.]

It being thought too great a hardſhip upon the owners of veſſels to be liable to the ſhippers for the full amount of all damage, however great, done to property onboard their veſſels by robbery, fire, &c. it was now enacted, that no owner ſhould be liable to make good any damage to a greater amount than the value of the veſſel and the freight, nor ſhould be liable at all for any loſſes occaſioned by fire happening onboard veſſels, nor for gold, ſilver, watches, or jewels, unleſs the proprietor of them ſhall have ſhipped them as ſuch, and deſcribed them properly in the bills of loading. [26 *Geo. III, c.* 86.]

Commiſſioners were appointed for erecting a lighthouſe on Kinaird head in Aberdeen-ſhire, another on South Ronaldſay, one of the Orkney iſlands, a third on the Point of Scalpa adjacent to Herries, and a fourth on the Mull of Kentire. They were veſted with the uſual powers for purchaſing lands, &c. and empowered to levy a duty of one penny per tun on all Britiſh veſſels, and two pence per tun on all foreign veſſels, paſſing the whole, or any, of the light-houſes; except open boats, veſſels belonging to the navy and the revenue, and veſſels going to, or coming from, the Greenland fiſhery and Archangel. [26 *Geo. III, c.* 101.]

A number of noblemen and gentlemen were incorporated by the ſtile of *The* BRITISH SOCIETY *for extending the fiſheries and improving the ſea coaſts of this kingdom.* The end and purpoſe of their incorporation is declared to be the erection of free towns and villages, harbours, and fiſhing ſtations, in the Highlands and iſlands of North Britain, for the improvement of fiſheries, agriculture, manufactures, and other uſeful objects of induſtry, in that part of the kingdom, where the diſperſed ſituation of the inhabitants has hitherto impeded their exertions; it being hoped, that the towns will become nurſeries of ſeamen for the defence of the kingdom, and put a ſtop to the dangerous ſpirit of emigration. The company are inveſted with the uſual privileges and powers of a joint-ſtock company; and perſons who may be incapacitated by entails, minority, &c. are empowered to ſell lands to them. Their ſtock is divided into ſhares of £50 each, and no one is permitted to hold above ten ſhares. It is transferable by purchaſe, gift, &c: but the ſubſcribers were reſtrained from making any ſales of ſtock before the 10th of Auguſt 1789. [26 *Geo. III, c.* 106.]

July 14th—It had been agreed upon by the ſixth article of the late treaty of peace with Spain, that the Britiſh ſettlers were totally to evacuate every part of the main-land of America, whereof the ſovereignty is claimed by Spain, except a diſtrict allotted for them on the weſt coaſt of the Bay of Honduras. It was now more expreſsly concluded upon, that the Britiſh ſettlers, ſcattered along the Muſquito ſhore and on the adjacent iſlands, ſhould entirely abandon their poſſeſſions. And the king of Spain, in order to accommodate them, enlarged the diſtrict, allowed to the Britiſh logwood-cutters on the Bay of Honduras, by adding to it the tract of land extending from the River Balize ſouth to the River Sibun: and he confirmed to them the right of cutting and ſhipping dye-woods, mahogany, and all other kinds of wood, and every other ſpontaneous production of the ſoil. But it was expreſsly provided, that no plantation of ſugar, coffee, cacao, or other ſuch articles, nor any manufactures, nor any mills or other machinery, ſhould be eſtabliſhed, ſave only ſaw-mills for preparing the wood for ſhipping. He alſo gave them liberty to ſettle on a ſmall iſland near the coaſt, called Cayo Caſina, or St. George's key. But they were nowhere to erect any fortifications, or plant any artillery: and every poſſible precaution againſt ſmuggling was to be obſerved.

The ſmall handful of Britiſh ſubjects, whoſe ſettlement among the Muſquito Indians ſo powerfully excited the jealouſy of Spain, were not wood-cutters, but cotton-planters: and, I believe, when they left their little plantations in conſequence of this convention, not one of them went to the country allotted for them by it.

It was now (and, ſtrange to tell, not till now) diſcovered, that France was capable of being a moſt valuable commercial connection to Great Britain, and that a trade with twenty-four millions of people, poſſeſſing many valuable commodities which we ſtand in need of, and wanting many valuable articles which we manufacture, and having moreover a currency of near ninety millions ſterling of real gold and ſilver money, was likely to be an object of greater importance to a manufacturing and commercial people, than a trade with any nation of inferior population and opulence. Beſides, France is a near and certain market, with a quick, and comparatively ſure, return. And the conſequence of legitimating a direct intercourſe with that country muſt be, that the demand for our goods, which found their way into France in ſpite of prohibitory duties and forfeitures, muſt be prodigiouſly increaſed, when they can be carried fairly and openly as articles of lawful commerce: and on the other hand, thoſe articles of French produce, which we cannot, or at leaſt will not, want, will be brought by a direct and cheap, inſtead of a circuitous and expenſive, conveyance; and the profits of the trade will be tranſferred from the ſmuggler to the fair and reſpectable trader, to the great

advantage of the community in general, and the vaſt increaſe of the revenue *.

Actuated by the ſenſe of theſe reciprocal advantages, and by the liberality of principles now generally gaining ground throughout the world, both courts appointed plenipotentiaries, viz. Mr. Eden (now Lord Aukland) on the part of Great Britain, and Mr. de Reyneval on the part of France, who met at Verſailles, (September 26th) and concluded

A treaty of commerce and navigation between Great Britain and France, whereby (Article 1st) a perfect liberty of commerce and navigation is mutually granted to the ſubjects of both powers in their European dominions.

2) In caſe of hoſtilities the ſubjects of either power, ſettled in the dominions of the other, are to be permitted to remain and continue their trade undiſturbed, unleſs their conduct ſhall render them ſuſpected; and even in that caſe they are to be allowed twelve months to ſettle their affairs, provided they do nothing contrary to the eſtabliſhed laws.

3) The ſubjects of either power are to abſtain from all acts of hoſtility againſt the ſubjects of the other, and not upon any account to accept commiſſions for fitting out privateers from any prince or ſtate at war with either of the contracting powers.

4, 5, 12) The ſubjects of either power may freely import in their own veſſels into the European dominions of the other every kind of merchandize, not particularly prohibited. They and their families may reſide as long as they pleaſe, either as houſe-holders or lodgers, free from every reſtraint with reſpect to religion, and from any exaction under the name of head money or argent du chef, and under no other obligation than duely conforming to the eſtabliſhed laws of the land. They may travel throughout the country without needing licences or paſſports; and they may depart when they think proper. They may buy all lawful kinds of merchandize from manufacturers or others, and they may diſpoſe of their own goods in their warehouſes or elſewhere, at

* It was objected to the treaty, that the voyages to France would not ſo effectually form a body of ſeamen for manning the navy as more diſtant voyages; as if commerce were to be carried on for no other purpoſe but to prepare men for war, the deſtruction of commerce. Upon that principle we ought to give up the trade to Holland, Germany, and even Portugal, the favourite object of the oppoſers of the commercial treaty with France, and only proſecute voyages to India, China, New Holland, and the north-weſt coaſt of America. But the ſtrongeſt objections ſeem to have been founded on the vile and illiberal idea (to call it no worſe) that France is the *natural enemy* of this country.—What is the meaning of the term *natural enemy?* Is it *next neighbour?* If ſo, England and Scotland muſt in former times have been continually natural enemies. But it is certain, that theſe two *bordering* kingdoms lived in great harmony, without any national quarrels, and without any warfare, except ſome trifling battles in favour of parties in England, for two centuries, before the inordinate ambition of Edward I lighted up a war, which continued, with intervals of inſincere pacification, to deſolate both kingdoms, till their crowns were united upon one head. The happy ſituation of united Great Britain renders it impoſſible for any neighbour to quarrel with us upon the ſubject of diſputed boundaries.

ſuch times, and in ſuch manner, as they may think moſt for their intereſt, only paying the duties payable by the inhabitants of the place, or thoſe eſtabliſhed by this preſent treaty.

6) It is agreed, that the wines of France, imported directly from that kingdom, ſhall pay no higher duties in Great Britain than thoſe now paid by the wines of Portugal, and no higher duties in Ireland than they already pay in that country. The duty on French vinegar in Britain is reduced from £67 : 5 : $3\frac{1}{2}\frac{2}{0}$ to £32 : 18 : $10\frac{1}{2}\frac{6}{0}$ ſterling per tun, and on brandy from 9/$6\frac{1}{2}\frac{2}{0}$ to 7/ per gallon of Engliſh meaſure Oil of olives direct from France to pay the ſame duties that are paid on that article from the moſt favoured nation.

Beer to pay reciprocally a duty of - - -	30	per cent ad valorem.
Hardware, cutlery, cabinet-ware, turnery, and all works of iron, ſteel, copper, and braſs, to be claſſed, and the higheſt duty on them not to exceed - - - -	10	per cent ad valorem.
All ſorts of cotton manufactures and woollen manufactures, including hoſiery, to pay in either country an import duty of	12	per cent ad valorem.

excepting thoſe mixed with ſilk, which are prohibited on both ſides.

Cambrics and lawns to pay in either country an import duty of 5/ ſterling, or 6 livres Tournois, per half piece of $7\frac{3}{4}$ yards: and linens, made of flax or hemp in the dominions of either power, to pay no higher duties in either country, than Dutch or Flemiſh linens now pay on importation into Great Britain: and ſuch linens, made in France or Ireland, to pay reciprocally no higher duties than Dutch linens now pay in Ireland.

Sadlery to pay - -	15	per cent ad valorem reciprocally.
Gauzes - - - -	10	per cent ad valorem reciprocally.
Made-up millinery - -	12	per cent ad valorem reciprocally.
Porcelain, earthen-ware, and pottery	12	per cent ad valorem reciprocally.
Plate glaſs, and glaſs-ware in general	12	per cent ad valorem reciprocally.

A right of impoſing duties, ſufficient to countervail the internal duties on the manufactures, or thoſe on the importation of the raw materials, upon linens, printed or ſtained cottons, beer, glaſs-ware, plate glaſs, and iron, was reſerved by Britain; and a ſimilar right with reſpect to cottons, iron, and beer, was reſerved by France.

7) Goods not ſpecified are to pay ſuch duties as are paid by the moſt favoured European nation in the country where the import or export takes place: and the ſubjects and veſſels of either nation are to be treated by the other with all the kindneſs ſhown to the moſt favoured, and alſo to be immediately admitted to a participation of ſuch further advantages, as may afterwards be granted to any European nation; without prejudice, however, to the Family compact (ſigned in the year 1761) on the one ſide, nor to the treaty with Portugal (ſigned in 1703) on the other.

8) No goods are to be liable to confiſcation on pretence of fraud or defect in making them: but the buyers and ſellers are to be left to their own free liberty in fixing ſuch prices as they can agree.

9) Goods are not to be charged with duties for the weight of the caſks, cheſts, &c.: but the fair tare ſhall be allowed for the weight of every package.

10) In caſe the maſter of a veſſel, his interpreter, or factor, make any miſtake in entering the cargo, if there is no manifeſt appearance of fraud, neither veſſel nor cargo ſhall be forfeited; but the miſtake may be rectified without any penalty, unleſs when goods are landed without making the due declaration.

11) If either party ſhall eſtabliſh prohibitions, or augment the import duties upon the commodities of the other, not ſpecified in the tariff, ſuch prohibitions or augmentation ſhall in like manner affect the like goods of the other moſt favoured European nations: and any revocation of prohibition, or diminution of duties on the articles of any other European nation ſhall alſo be reciprocally extended to the ſimilar articles produced or manufactured in France or Great Britain.

13) Each party reſerves a power of adding to the duties, impoſed by this treaty, in conſequence of bounties being granted by the other upon the exportation of any particular article; but not in conſequence of drawbacks, or reſtitutions, of duties, allowed upon exportation.

14) The advantages, granted to Britiſh ſubjects in virtue of this treaty, are to take effect, as ſoon as the legiſlatures of Great Britain and Ireland paſs laws for ſecuring the reciprocal advantages granted to the ſubjects of France *.

15) It is agreed, that Britiſh veſſels ſhall not pay freight duty, or any other ſuch duty, in the ports of France: and French veſſels ſhall be exempted from the duty of 5*ſ*, and every ſimilar charge, in the Britiſh ports.

16) Foreign privateers, belonging to any prince or ſtate at war with either of the contracting powers, ſhall not be permitted to fit out in the ports of either kingdom, nor to ſell their prizes, nor even to purchaſe victuals, except merely what may be neceſſary to carry them to the neareſt port of their own country.

17) Seamen belonging to one country are not to be permitted to deſert their veſſels, when in the ports of the other, on account of diſputes with their commanders: but the magiſtrates of the place ſhall require the perſon accuſed to give the accuſer a declaration in writing, binding himſelf to appear before a competent judge in his own country, which writing the magiſtrate ſhall witneſs.—The merchants are at liberty to keep their books as they think proper, and to write their letters in any

* The commercial treaty was confirmed in the Britiſh parliament by the act 27 *Geo. III, c.* 13, paſſed 25th April 1787

language they chuſe. In caſe of books being brought into court as evidence, the judge ſhall have liberty to examine only the accounts relating to the matter in diſpute, with as much more as may ſerve to verify the books: and they ſhall upon no account be detained from the merchant, unleſs in caſe of bankruptcy. Britiſh ſubjects in France are not obliged to write their accounts, &c. upon ſtamped paper, except their day-book, which in order to have validity muſt be indorſed and atteſted *gratis* by the judge.

18) Britiſh merchants and commanders of veſſels have full liberty to manage their own buſineſs in the ports of France, or to employ whom they think proper, without any obligation to pay any thing to interpreters or brokers, unleſs they chuſe to employ them. Neither are they obliged to employ the people appointed by public authority to load and unload veſſels; but may do their work by their own people, or by any others they may chuſe to employ: nor ſhall they be forced to unload into other veſſels, nor to receive any merchandize into their own, nor to wait for their loading longer than they pleaſe. And the ſubjects of France are to enjoy equal privileges and liberties in the Britiſh ports.

19) In caſe of a loaded veſſel belonging to either country being forced by a ſtorm into a port in the other, ſhe ſhall not be obliged to unload her cargo, or to pay any duties, unleſs it be neceſſary to ſell a part of the cargo to pay the expenſe of refitting, or to purchaſe neceſſaries; whereupon, leave being obtained from the proper officer, a part of the cargo may be landed, and duties are to be paid for that part only.

20, 21, 22) The ſubjects of either power have full liberty to navigate to and from the ports, and alſo from port to port, in the dominions of any princes or ſtates at war with the other, and to carry all kinds of goods, the property of any perſon or nation, except thoſe which are hereby declared to be contraband, viz. 'arms, cannon, harquebuſſes, 'mortars, petards, bombs, grenades, ſauciſſes, carcaſſes, carriages for 'cannon, muſket-reſts, bandoleers, gun-powder, match, ſaltpetre, ball, 'pikes, ſwords, head-pieces, helmets, cuiraſſes, halberds, javelins, hol-'ſters, belts, horſes and harneſs, and all other like kinds of arms and 'warlike implements fit for the uſe of troops,' and 'ſoldiers, actually 'in the ſervice of the enemies, and on their voyage for the purpoſe of 'being employed in a military capacity.'

23) All other goods, not comprehended in the preceding enumeration, and even naval ſtores, maſts, yards, and timber, and all other ſtores for building or fitting out ſhips, are accounted free, and may be carried to or from any port, belonging to the enemies of one of the contracting powers, by the ſubjects of the other, except only ſuch ports as are beſieged, blocked up, or inveſted *.

* The articles from the 24th to the 36th inclusive, and ſome of the following ones, contain regulations for the examination of veſſels at ſea, for recaptures, &c. in caſe of one of the powers being engaged

37) Every aſſiſtance ſhall be given to the ſufferers by ſhipwreck upon either coaſt, by ſaving as much as poſſible of the veſſel and goods, which ſhall be reſtored to the owners on paying the ſalvage according to a rate ſettled on both ſides.

38) The ſubjects of both powers are at full liberty to employ ſuch advocates, attornies, &c. as they may think fit.

39) Both ſovereigns promiſe to ſuppreſs and puniſh pirates, and to reſtore all property, found in the poſſeſſion of ſuch, to the real owners.

43) Both kings have the right of appointing conſuls to reſide in each other's countries, who ſhall enjoy all the privileges uſually annexed to their office.

44) The ſubjects of both powers are to enjoy as great indulgences in loading and unloading veſſels, in the ſafety of their property, the ſucceſſion to perſonal eſtates *, and the protection and perſonal liberty of individuals, as the ſubjects of the moſt favoured nation.

45) Any infractions of this treaty ſhall not interrupt the mutual friendſhip; but proper means ſhall be uſed to redreſs any inconveniencies that may appear.

46) It is agreed, that this treaty is to continue in force twelve years; after the expiration of which ſuch alterations may be made as the commercial intereſts of both nations ſhall be found to require.

This might be ſaid to be the age of treaties of commerce. The French ſoon after concluded a commercial treaty for a ſimilar term of twelve years with Ruſſia †. Another was entered into between the United ſtates of America and Pruſſia. Another between Ruſſia and Auſtria, whereby the ſubjects of the later are exempted from duties in the port of Riga, and enjoy the privileges of natives, and a mutual reduction of duties is agreed upon. And yet, with all this attention to the commercial intereſts of her ſubjects, the empreſs of Ruſſia allowed the commercial treaty with Great Britain to expire on the 20th of June this year; though the Engliſh were the very firſt civilized commercial people, who found their way by ſea to the coaſts of Ruſſia, and though the trade with Britain is more than equal to all the other foreign trade of Ruſſia.

The Dutch Eaſt-India company, heretofore ſo flouriſhing and powerful, who domineered in the Indian ſeas, and made the native ſovereigns of the rich Oriental iſlands their ſlaves, were now ſo much diſtreſſed as to be preſerved from bankruptcy only by great loans advanced by the ſtate, in conſequence of petitions preſented by them in the beginning of this year.

engaged in war, while the other is at peace; regulations unconnected with commercial affairs, not likely ever to have come into uſe, and which ſucceeding events have fully cancelled.

* This article annulls the droit d'aubaine with reſpect to all Britiſh ſubjects. Thoſe of the kings of Spain and the Two Sicilies were exempted from it in the year 1761 by the 23d article of the Family compact. And it was totally aboliſhed in March 1787.

† The treaty between France and Holland was merely political.

2

The Daniſh Eaſt-India company, though they minded nothing but their commerce, were now in ſuch diſtreſſed circumſtances, that they requeſted the king to accept a ſurrender of their charter privileges, and ſtock, on ſuch terms as he ſhould be pleaſed to preſcribe; with which requeſt he complied.

Thus was our Eaſt-India company left almoſt without a rival in the trade of Aſia.

Count Benyowſky, a Poliſh nobleman, having offered his ſervices to France for eſtabliſhing a colony on the great iſland of Madagaſcar, arrived in February 1774 at the Bay of Antongil on the eaſt coaſt of that iſland. The natives of the country are conſiderably advanced in civilization; they underſtand the cultivation and manufacture of cotton, indigo, and ſugar; are expert workers in gold, iron, and ſteel; and they are not ignorant of navigation. The count, having purchaſed lands from the princes of the country, and having happily conciliated the affections of the natives, eſtabliſhed his colony, and made great progreſs in planting, which was his principal object, and in which he was aſſiſted by the labour of the natives, whom he honeſtly paid for their work: for ſlavery was contrary to the plan of his inſtitution. In December 1776 the count left his colony in a very flouriſhing condition, and ſailed for France. But there he had the mortification to find, that, notwithſtanding his ſucceſsful exertions in their ſervice, the French miniſtry, apparently influenced by a jealouſy in the government of the Iſle de France, had withdrawn their ſupport from him and his colony. Diſappointed in Europe, he addreſſed himſelf to the ſtate of Maryland in America; and being more favourably received there, he ſailed from Baltimore to form an American ſettlement in Madagaſcar, where he arrived in the year 1784. In May 1786 he was attacked by a French military force detached from the Iſle de France, and killed, while bravely defending a redoubt, wherein he had with him only two white men, and thirty of the natives. And thus fell, a ſacrifice to mean jealouſy and crooked politics, a man, who, if he had lived in the early ages of the world, would have been ranked among the moſt eminent founders of nations, and been deified as a benevolent friend and improver of the human race.

Notwithſtanding the inconſiſtency of their conduct with reſpect to the colony ſo happily eſtabliſhed by Benyowſky, it is certain, that the government of France were at this time actuated by the moſt liberal ſpirit for encouraging commerce and all the arts and ſciences connected with it, and held out invitations to artiſts and manufacturers from all countries to ſettle in France, where, along with other advantages, they were aſſured of entire freedom with reſpect to religion, and exemption from the droit d'aubaine *. One conſequence of theſe invitations was

* The droit d'aubaine was entirely aboliſhed by an edict, which was regiſtered in the parliament of Paris on the 31st of March 1787, after which the property of foreigners dying in France was no longer liable to be ſeized by harpies authorized to abuſe an abuſe of royal authority.

the arrival at Dunkirk of a colony of New-England whalers from Nantucket with their families in fourteen veſſels.

The ſtate of Pennſylvania ſet the example of a more liberal, and at the ſame time more prudent, commercial policy than that of their northern brethren in Boſton, by repealing the laws, enacted by a ſpirit of animoſity, which impoſed extra charges upon the ſhipping belonging to Britiſh ſubjects: and it was declared, that veſſels of all countries ſhould be admitted, upon equal terms with thoſe of the United ſtates, in the port of Philadelphia.

The following was the amount of the revenue of the Eaſt-India company in India in the year 1786, as given by Major Rennell.

Land revenue of Bengal and Bahar	£2,800,000		
Revenue of Benares, clear	380,000		
Subsidy from Oude,	420,000		
Customs, mint, &c. clear of charges	120,000		
Salt revenue, ditto	430,000		
Opium	60,000		
		4,210,000	
Charges of collection, nabob's ſtipend, &c.	740,000		
Military charges of the company and the nabob	1,410,000		
Civil eſtabliſhment, marine, and fortifications	390,000		
		2,540,000	
			1,670,000
Land revenue of Madras and northern circars	725,000		
Subsidy from the Carnatic	160,000		
Ditto from Tanjore	160,000		
Cuſtoms, &c.	25,000		
		1,070,000	
Military charges of the company and the nabob	770,000		
Collection of the revenue	85,000		
Civil eſtabliſhment, fortifications, &c.	130,000		
		985,000	
			85,000
Total net revenue of Bengal and Madras			1,755,000
At Bombay the diſburſements exceed the receipts, by about		300,000	
At Bencoolen (in Sumatra) the annual charges are about		50,000	
			350,000
Total net revenue in India, in ſterling money			£1,405,000

The company's military eſtabliſhment in India in time of peace is about 10,000 Europeans, and 52,000 regular ſepoy infantry *.

The accommodations granted this year by parliament to the Eaſt-

* See Major Rennell's *Memoir of a map of Hindooſtan*, *p.* cxiv.

India company turned out ſo beneficial to them, that they were enabled to diſcharge a great part of their debts, and to reduce the intereſt on the bonds, held by ſuch as declined receiving payment, from *five* to *four* per cent.

The tranquillity of the iſland of Dominica was diſturbed during the years 1785 and 1786 by a haraſſing petty warfare againſt the negroes, who had eſcaped from the plantations on which they had been ſlaves, and maintained themſelves in independence among the woods in the interior part of the iſland, partly by the eaſy cultivation of the ſoil in a tropical climate, and partly by depredations upon the property of their former maſters. The peace and ſafety of the colony were at length reſtored by the ſuppreſſion of thoſe dangerous domeſtic enemies, at an expenſe of near £20,000.

There belonged this year to all the ports

of England	8,465	veſſels of the reputed burthen of	804,105 tuns,
and of Scotland	1,917	- -	127,913
Total -	10,382	- -	932,018

There were entered this year in all the ports of Great Britain, from and to foreign countries, including repeated voyages.

	British.		Foreign.		Total.	
	Veſſels.	Tuns.	Veſſels.	Tuns.	Veſſels.	Tuns.
Inward	10,118	1,077,681	1,686	186,675	11,804	1,264,356
Outward	11,293	1,115,022	1,022	121,197	12,315	1,236,219

The net amount of the cuſtoms, including the Weſt-India four-and-a-half-per-cent duty, paid into the exchequer in the courſe of this year,

was from the cuſtom-houſe in London	£4,006,911	10	7
and from the cuſtom-houſe in Edinburgh	70,000	0	0
Total net revenue of the cuſtoms of Great Britain	£4,076,911	10	7

There were coined at the mint in the couſe of the year

23,700 pounds of gold, value - -	£1,107,382	10	0
and no ſilver.			

The official value of the imports and exports of Great Britain during the year year 1786 was as follows.

Countries, &c.	Imported into ENGLAND.	Imported into SCOTLAND.	Exported from ENGLAND. British merchandize.	Exported from ENGLAND. Foreign merchandize.	Exported from ENGLAND. Total.	Exported from SCOTLAND. British merchandize.	Exported from SCOTLAND. Foreign merchandize.	Exported from SCOTLAND. Total.
Denmark, &c.	£108,464 19 6	£30,363 1 11	£121,042 12 7	152,695 18 10	£273,738 11 5	25,535 14 11	2,256 11 9	27,792 6 8
Russia -	1,160,304 5 2	259,285 2 4	197,084 0 5	87,446 13 4	284,530 13 9	12,004 6 8	1,491 12 0	13,495 18 8
Sweden -	199,963 16 8	32,417 11 6	31,494 9 10	20,855 10 8	52,350 0 6	3,021 3 3		3,021 3 3
Poland - } Prussia - }	439,625 14 3	46,410 14 7	58,873 18 6	40,784 10 2	99,658 8 8	1,090 9 2		1,090 9 2
Germany -	430,427 11 1	22,918 2 5	622,512 14 4	658,318 3 0	1,280,830 17 4	8,180 12 2	18,597 0 8	26,777 12 10
Holland -	383,700 12 8	113,981 7 2	686,986 5 10	491,988 13 3	1,178,974 19 1	121,855 8 4	43,547 3 9	165,402 12 1
Flanders -	97,697 19 7	56 10 3	441,880 3 9	393,813 18 3	835,694 2 0	2,681 2 6	12,351 12 3	15,032 14 9
France -	262,370 16 5	3,754 5 3	341,940 18 10	231,586 14 10	573,527 13 8	1,766 13 0	37,226 1 0	38,992 14 0
Portugal -	473,077 8 11	17,564 9 1	599,917 12 11	17,919 5 2	617,836 18 1	1,371 5 4	162 0 0	1,533 5 4
Madeira -	1,753 3 2	18 15 0	30,604 12 3	1,950 2 9	32,554 15 0			
Spain -	558,916 8 6	13,377 11 6	617,672 15 9	54,392 15 8	672,045 11 5	4,229 11 9		4,229 11 9
Canaries -	5,149 15 3		4,950 1 7	161 17 6	5,111 19 1			
Straits -	1,151 15 6		261,465 1 2	450 14 8	261,915 15 10			
Gibraltar -	2,098 15 8		45,699 11 1	18,499 18 2	64,199 9 3	3,460 10 2	53 0 5	3,513 10 7
Italy -	715,217 19 4	5,058 12 9	529,968 13 2	121,169 10 3	651,138 3 5	7,933 12 10	1,424 5 5	9,357 18 3
Venice -	56,464 6 0		19,170 9 10	10,413 16 0	29,584 5 10			
Turkey -	121,954 14 4		77,937 8 0	35,382 15 8	113,320 3 8			
Ireland -	1,905,047 1 11	265,917 4 2	872,301 8 8	848,928 1 10	1,721,229 10 6	150,590 8 7	89,770 0 0	240,360 8 7
Mann -	9,294 18 4	763 19 2	38,252 1 5	14,412 4 10	52,664 6 3	3,762 9 10	1,874 8 0	5,636 17 10
Guernsey, &c.	41,497 11 1	112 17 1	78,483 14 4	19,435 4 4	97,918 18 8	11 15 0		11 15 0
Greenland -	128,754 18 0	24,297 4 2		2,290 6 7	2,290 6 7			
America. { United states	743,643 10 11	99,476 1 1	1,266,283 0 10	164,971 2 8	1,431,254 3 6	139,283 6 7	32,928 10 8	172,211 17 3
America. { British colonies	197,258 6 4	4,374 2 7	485,191 9 9	263,060 8 5	748,251 18 2	24,267 10 9	22,024 11 7	46,292 2 4
West-Indies. { British -	3,178,922 13 9	235,762 10 10	986,105 10 6	139,349 8 0	1,125,454 18 6	127,270 1 5	11,897 11 6	139,167 12 11
West-Indies. { Foreign	113,033 0 7		38,530 3 5	5,409 2 9	43,939 6 2	822 18 0		822 18 0
Asia -	3,156,687 0 7		2,152,021 9 0	90,016 17 1	2,242,038 6 1			
New Holland			1,652 19 1	3,541 18 10	5,194 17 11			
Africa -	117,683 1 1		583,052 12 7	305,685 10 3	888,738 2 10			
Totals . . .	14,610,162 4 7	1,175,910 2 10	11,191,055 19 5	4,194,931 3 9	15,385,987 3 2	639,139 0 3	275,604 9 0	914,743 9 3

Summary.

			British merchandize.	Foreign merchandize.	Total.
Imports of	England	£14,610,162 4 7			
	Scotland	1,175,910 2 10			
Totals .		£15,786,072 7 5			
Exports of	England		£11,191,055 19 5	£4,194,931 3 9	£15,385,987 3 2
	Scotland		639,139 0 3	275,604 9 0	914,743 9 3
			£11,830,194 19 8	£4,470,535 12 9	£16,300,730 12 5

1787—Jamaica had been remarkably afflicted by hurricanes for ſome years paſt. No ſooner were the proviſion grounds ſomewhat recovered from the deſolation of the hurricane of the year 1784, than they were again laid waſte by a fourth viſitation in Auguſt 1785; and the deſtruction of the weſtern part of the iſland was completed by a fifth hurricane on the 20th of October 1786. As no importation of proviſions in American veſſels was allowed upon theſe occaſions, and the veſſels belonging to the iſland were too few to import a ſufficient ſupply, the real want ſuffered in the year 1786 proved fatal to great numbers of the miſerable ſlaves. A report of the aſſembly ſtates, that fifteen thouſand negroes periſhed by famine, or the diſeaſes contracted by ſcanty and unwholeſome diet, between the later end of the year 1780 and the beginning of 1787.

January 15th—A ſupplementary treaty, called a convention, was ſettled between Great Britain and France for explaining certain articles of the commercial treaty. By the firſt article the duties on cabinet ware and turnery of all ſorts, including muſical inſtruments, are fixed at 10 per cent ad valorem; on all articles of iron and ſteel, either unmixed or mixed with other ſubſtances, not exceeding in value 50/ ſterling (or 60 livres) per quintal, at 5 per cent; and on all other hardware and cutlery at 10 per cent. Iron, ſteel, copper, and braſs, in the ſtate of raw materials, are not included in this regulation. And it is agreed, that if theſe articles ſhall at any time be admitted from any other country on lower duties, the above duties ſhall immediately be reciprocally reduced to a level with the loweſt.

2) To prevent frauds in rating the goods ad valorem, the revenue officer, if he is not ſatisfied with the valuation contained in the declaration, or invoice, produced by the importer, may take them for the cuſtom-houſe on paying an advance of 10 per cent upon the declared price.

3) In order to prevent the introduction of Eaſt-India, or other foreign, calicoes, inſtead of the manufactures of Great Britain or France, the calicoes manufactured in either country for exportation to the other, are to have a certain mark woven in at each end; and, till that can be effected, they muſt be accompanied with ſatisfactory certificates.

4) It is agreed, that cambrics ſhall not exceed ſeven-eighths of a yard, nor lawns one yard and a quarter, Engliſh meaſure, in breadth.

7) The ſubjects of either power have full liberty to ſue for debts in the territories of the other.

Along with the zeal for commerce, now ſo generally prevalent in France, there ſprung up an itch for ſtockjobbing, that ſpecies of gambling which has ſome degree of connection with commerce: and the caiſſe d'eſcompte (or bank of diſcount) of Paris, though not immediately concerned in that unwarrantable kind of ſpeculation, was in conſequence of the effects of it brought almoſt to the verge of bankruptcy.

The directors had imprudently got ſo largely connected with a ſet of gamblers, who were carrying on vaſt projects in the national funds, the ſtock of the new Eaſt-India company, &c. that the credit of the bank was believed to be involved in the operations of the ſtocks market, and to depend upon the ſucceſs of the ſpeculators. It being, moreover, a general opinion, that, if the bank ſhould ſtop payment, the national credit muſt be very materially affected by it, the French miniſtry found themſelves under a neceſſity of ſupporting the credit of this bank and ſome other bankers at Paris by an advance of £500,000 ſterling, one half in caſh, and the other in treaſury bills.

Connected with the zeal of the French for commerce is their improvement upon the conſtruction of light houſes. It is effected by large reflectors, which magnify the maſs of the light; and a rotatory motion of the lantern (or place containing the light), introduced in ſome of the light-houſes, produces a viciſſitude of flaſhes of light and momentary darkneſs, which ſerves to give a different character to the lights, and thereby more effectually diſtinguiſhes one light from another upon the ſame coaſt; an object of the utmoſt importance to veſſels coming in upon the land in hazy weather or ſhort days.

February 23d—An act was paſſed for enforcing more rigorouſly the laws againſt unlicenced dealers in lottery tickets, lottery inſurances, and other ſchemes or projects grafted upon the ſtate lottery. Proprietors of whole tickets, however, were permitted to inſure them for the whole remaining term of the drawing, but not from day to day: and to prevent multiplied inſurances on the ſame tickets, they muſt immediately after making the inſurance be depoſited in the ſtamp-office. [27 *Geo. III, c.* 1.]

There being a great number of convicts under ſentence of tranſportation, and the king, in conſequence of the power veſted in him by law, having appointed the eaſt coaſt of New South Wales, or ſome of the iſlands near it, for the place of their exile, it was thought neceſſary, that a colony, and a civil government, with a court of criminal juriſdiction, ſhould be eſtabliſhed in the country: and the king was therefor empowered to commiſſion a governor, lieutenant-governor, a court of judicature, &c. for the intended colony of New South Wales. [27 *Geo. III, c.* 2.]

In conſequence of this act, Captain Arthur Phillip of the navy, appointed governor of New South Wales, with the other officers of government, and a military force conſiſting of marines, ſailed in a ſhip of war, a tender, and nine tranſports and ſtore ſhips, carrying 600 men and 250 women, baniſhed from this country for their crimes, and deſtined to be the original founders of the projected colony, together with an ample ſupply of proviſions, plantation tools, and ſtores of every kind for their comfortable ſettlement in their new country.

The temporary acts, formerly paſſed for regulating the commercial

intercourſe with the United ſtates of America, were continued in force. The importation of flour, bread, rice, wheat, and other grains, and lumber, from the foreign Weſt-India iſlands to the Britiſh Weſt-India iſlands (including the Bahama and Bermuda iſlands *) was prohibited; unleſs in caſes of emergency or diſtreſs, when the governor and council of any iſland might allow the importation for a limited time. All produce of the United ſtates imported contrary to law, or to the orders of the king in council, was to be forfeited together with the veſſel importing it. The duration of this act was only till the 5th of April 1788. [27 *Geo. III, c.* 7.]

For the accommodation of the trade with Ireland, poſt-office packets were eſtabliſhed between Milford-haven and Waterford. [27 *Geo. III, c.* 9.]

April 5th—The act of the laſt ſeſſion for the encouragement of the fiſhery having limited the bounty to decked veſſels of not leſs than fifteen tuns burthen, built after the 1st of January 1780, it was now extended to all veſſels whatſoever, built in Great Britain, and employed in the fiſhery, according to the directions of the act. The act having left it doubtful, what is to be underſtood by a full cargo, it was declared to mean at leaſt four barrels of ſea ſteeks, or three barrels of repacked herrings completely cured, for every tun of the veſſel's burthen. Every decked veſſel built in Great Britain, of not leſs than fifteen tuns burthen, having caught, by fiſhing in the deep ſea between the 1st of January and the 31st of December, ſix barrels of herrings completely cured, either as white or red, for every tun of her burthen, is entitled to the tunnage bounty of 20*ſ.* and the further bounty of 1*ſ.* for every barrel of herrings, though ſhe may not have carried the preſcribed quantity of nets, ſalt, and barrels. The chief officer of the port is directed to take an account of the quantity of herrings delivered from each veſſel not furniſhed with the requiſite quantity of nets, &c. No more than fifty veſſels fitted out from any one port, with leſs than the requiſite quantity of nets, &c. are entitled to bounty in one year; and, when there are more veſſels, the fifty having the greateſt quantity of herrings are to have the bounty †. [27 *Geo. III, c.* 10.]

April 25th—The many additions of cuſtoms to cuſtoms, exciſe to exciſe,

* When all America north of the Gulf of Mexico belonged to Great Britain, theſe iſlands, *in the geography of the cuſtom houſe*, were a part of that continent.

† It appears by Mr. Irving's official account preſented to the committee of the houſe of commons, that in the courſe of ten years (1787-1796) only 251 veſſels belonging to Yarmouth, and 42 belonging to Deal, Dover, Rye, and Southwold, (reckoning repeated voyages, for the greateſt number of veſſels in any one year was 56) and no others in all England, received this bounty, which in theſe ten years amounted to £17,904: 10: 6. The Scottiſh veſſels being ſharp built, and much more lumbered with boats and proviſions for a longer voyage, it was not poſſible for them even to *ſtow* ſix barrels for every tun of their burthen: and, accordingly not one of them received a penny of the bounty held out by this act, which the adventurers in the fiſhery from Campbelltown and Rothſay appear to have been well warranted in calling a bounty only upon paper.

and ſtamps to ſtamps, had altogether accumulated to ſuch a maſs of duties, that merchants, and other individuals, finding it impoſſible to obtain the knowlege of the amount, or even the number, of the duties they had to pay, were obliged to leave it entirely to thoſe clerks of the cuſtom-houſe or exciſe-office, who by conſtant practice had acquired a dexterity in it, to determine the amount of the duties payable. The ſeparation of every branch of the duties in the office accounts, owing to each of them having been originally appropriated for paying the intereſt of ſome particular branch of the national debt, was alſo found productive of great perplexity. As a remedy to theſe evils, parliament at once repealed all the exiſting duties and drawbacks, and ſubſtituted for them a ſet of new duties and drawbacks, conſiſting of the old ones conſolidated into one ſpecific ſum, or rate upon the value or quantity of each article. The duties of package, ſcavage, balliage, portage, &c. payable to the city of London, or to any other corporation, priſage of wines, butlerage, and the duty of one ſhilling on every chaldron of coals exported from Newcaſtle, were allowed to remain as they were.—Wines imported at the out-ports, if brought to London, or within twenty miles of it, in quantities exceeding ten gallons, or thirty-ſix bottles, muſt pay the difference of duty, which London pays more than the out-ports.—The value of goods paying duty ad valorem is to be declared by the proprietor, the revenue officers having a power, if they think them undervalued, to take them upon paying the declared price with an advance of 10 per cent.—The deduction hitherto allowed to commanders of veſſels under the name of *portage* was reſcinded.

The commercial treaty with France (ſee above p. 112) was confirmed by authority of parliament; and conſequently the laws againſt wearing French cambrics and lawns were repealed: but the importation of them was reſtricted to veſſels of at leaſt ſixty tuns burthen, and to packages of at leaſt 100 whole pieces, or 200 half pieces, of cambric or lawn: and no ſmaller quantity of wine than three dozen of bottles was allowed to be imported.

Freſh fiſh of every kind, caught by Britiſh veſſels, are allowed to be imported free of any duty; as are alſo turbots and lobſters, caught and imported in any veſſels whatever.

The whole duties of every kind, being now united in one general account, form *the conſolidated fund*, out of which are paid all the annuities or intereſts upon the various branches of the national debt, and the annual million veſted in the commiſſioners for the reduction of it, the whole national income being moreover engaged as an additional ſecurity to the creditors of the public. Laſtly, the lords of the treaſury are required annually to lay before parliament at the beginning of every ſeſſion an account of the produce of the duties of cuſtoms, exciſe, ſtamps, and incidents, for the year.

To the act there is ſubjoined a ſet of ſchedules or tables of the ſimplified duties and drawbacks, forming of itſelf a pretty ſizeable volume, which every merchant engaged in general buſineſs muſt have in his counting-houſe. In conſolidating the duties the minute fractions are diſcarded, and, generally the neareſt integral numbers above them are taken, which ſmall augmentation produces an increaſe of from twenty to twenty-ſix thouſand pounds a-year in the revenue. In the ſchedule the duties of cuſtom and exciſe upon brandy are together only 5*ſ*, though 7*ſ* was the duty ſtipulated in the commercial treaty with France. The duties upon moſt ſpecies of drugs were alſo lowered. And by theſe reductions it was expected that the trade would be taken out of the hands of the ſmugglers, and put into thoſe of the fair trader. [27 *Geo. III, c.* 13.]

May—The temporary acts [15 *Geo. III, c.* 51, and 17 *Geo. III, c.* 30] for regulating notes under five pounds were now made perpetual. [27 *Geo. III, c.* 16.]

It was enacted, that veſſels, regiſtered in Ireland agreeable to an act of the parliament of that kingdom, ſhould enjoy all the privileges of Britiſh veſſels.—Perſons, who have had occaſion to take an oath for the ſole purpoſe of acquiring the rights of a citizen or a burgher in any foreign city or town in Europe, are not thereby diſqualified from being owners of Britiſh veſſels.—The ſecretary or other perſon, deputed from the Eaſt-India company and other corporate bodies, may make oath of a veſſel being the property of the company.—Freſh ſecurity muſt be given on every change of the commander of a veſſel.—Veſſels not exceeding thirty tuns burthen, and not having a whole deck, employed in the coaſting and fiſhing buſineſſes in Newfoundland, Quebec, Nova Scotia and New Brunſwick north of Cape Canſo, or in the adjacent iſlands, are not obliged to be regiſtered. And veſſels built upon thoſe coaſts for European owners may be regiſtered there upon the oaths of their agents: but upon their arrival in Great Britain they muſt be regiſtered anew upon the oaths of the real owners.—All veſſels, not regiſtered agreeable to law, though owned by Britiſh ſubjects, are declared to be, to all intents and purpoſes, alien veſſels. [27 *Geo. III, c.* 19.]

Wool, cotton, indigo, cochineal, drugs of all ſorts, cocoa (or chocolate nut), logwood, fuſtic, and all ſorts of dye-woods, hides, ſkins, tallow, beaver, all other kinds of fur, turtle-ſhell, hard wood or mill timber, mahogany and all other woods for cabinet ware, horſes, aſſes, mules, and cattle, being the produce of any colony in America belonging to any European power, and alſo coin, bullion, and pretious ſtones, were permitted to be imported in foreign ſingle-decked veſſels, of not above ſeventy tuns burthen, after the 1ſt of September 1787, into the ports of *Kingſton*, *Savanna-la-mar*, *Montego-bay*, and *S*t. *Lucea*, in Jamaica, *S*t. *Georges* in Grenada, *Roſeau* in Dominica, and *Naſſau* in New Providence:

and veſſels importing any other articles are to be forfeited. Foreign veſſels, belonging to the colonies of any European power, may carry from thoſe ports rum the produce of any Britiſh iſland, negroes who have been imported in Britiſh veſſels according to law, and all other goods legally imported; except maſts, yards, bowſprits, pitch, tar, turpentine, tobacco, and iron brought from the Britiſh colonies in America.—Wool, cotton, indigo, and the other articles above enumerated, may be carried from the above-mentioned ports of Kingſton, &c. to Great Britain and Ireland under the regulations preſcribed in the Navigation act and other ſubſequent acts reſpecting ſhipping.—The exportation of European or Eaſt-India goods from Grenada, Dominica, and New Providence, to any other Britiſh colony is expreſsly prohibited on penalty of forfeiture of the goods and the veſſel carrying them.—To encourage the reſort of foreigners, the revenue officers are ordered to take no fees whatever for the entry of their veſſels or cargoes *. [27 *Geo. III, c.* 27.]

Duties payable upon the importation of the various kinds of French glaſs were enacted: and ſeveral alterations took place in the duties charged upon the manufacture of glaſs in Great Britain. [27 *Geo. III, c.* 28.]

In conſequence of the general reduction of the duties on wines in virtue of the French commercial treaty, parliament ordered repayment to be made to the dealers of the difference of the duty on their ſtock of wines on hand. At the ſame time a vaſt multiplicity of new regulations for ſecuring the exciſe duties on a great variety of articles and manufactures were enacted. [27 *Geo. III, c.* 31.]

All veſſels having bowſprits, whether ſtanding or running, longer than two thirds of their extreme length, were ordered to be ſeized, if found within four leagues of the coaſt.—All boats, whether belonging to veſſels or not, muſt have their names and their maſter's names painted upon them.—Veſſels having licences from the admiralty for particular trades, if found out of their limits, are ſeizable, unleſs driven out of their courſe by ſtreſs of weather.—The exemption from duty, granted to flaſks containing wine and oil from Tuſcany, was extended to all flaſks containing wine and oil.—The ſame act contains a great multitude of regulations for ſecuring the duties of the cuſtoms.—It alſo allows the importation of ebony directly from Africa in Britiſh veſſels free of any duty. [27 *Geo. III, c.* 32.]

The following acts of parliament were continued for limited times, viz.

The act for the free importation of raw hides and ſkins from Ireland, continued till 1st June 1791.

* With ſubmiſſion, I cannot help obſerving, that it would be much better policy to let at leaſt ſome of them come and go without any entry at all, or even inquiring their names. For the fatal conſequence of a ſtrict record of ſuch matters ſee above, V. iii, p. 356.

The act for permitting the exportation of limited quantities of wheat, &c. to the Britiſh colonies, continued only ſo far as reſpects the exportation from Lancaſter, till 1st May 1788.

The act explaining that which prohibits the exportation of tools uſed in the manufactures of iron and ſteel, continued till the end of the next ſeſſion.

The act for granting bounties on the exportation of Britiſh and Iriſh linens, and admitting linen yarn free of duty, continued till 24th June 1788. [27 *Geo. III, c.* 36.]

In order to encourage the art of deſigning original patterns for printing upon linens, calicoes, cottons, and muſlins, the proprietors were veſted with the ſole right of vending their goods, printed with original patterns, for two months after the day of publiſhing them. [27 *Geo. III, c.* 38.]

There was raiſed by a lottery this year the ſum of £756,875, whereof £256,875 remained a clear profit to the public over paying the prizes. [27 *Geo. III, c.* 41.]

Commiſſioners were empowered to levy duties from veſſels, boats, and goods, in the port of Margate for improving the harbour, the town, and its police. [27 *Geo. III, c.* 45.]

The proſperous trading town of Newcaſtle upon Tine obtained a licence for a theatre. [27 *Geo. III, c.* 50.]

May 6th—As ſoon as the parliamentary confirmation of the commercial treaty could be known in France, the king iſſued an arret, containing a number of regulations to be obſerved in the commercial intercourſe with Great Britain. He appointed particular offices for the entry of Britiſh goods at the ports of Calais, Boulogne, Havre, Rouen, St. Malo, Nantes, Rochelle, Bourdeaux, and Cette, in order to prevent all confuſion between them and the productions of other countries, which were liable to higher duties, and were to be entered at the other offices. He eſtabliſhed a tariff of the duties to be paid agreeable to the treaty on every kind of goods, and minutely ſpecified every charge for ſtamps, &c.; all which being for the uſe of traders in his own dominions, could be but little intereſting to a Britiſh reader, even if ſucceeding events had not ſo ſoon annulled them.

Great numbers of the negroes, whom the war had delivered from ſlavery on the continent of America, were ſwarming in the ſtreets of London, unemployed, and conſequently a nuiſance to the place. A ſociety of benevolent gentlemen formed themſelves into a committee for their relief, and ſuggeſted to government the propriety of eſtabliſhing them on the coaſt of Africa, the native country of themſelves or their anceſtors. Tranſports were accordingly appointed to carry them to Sierra Leona, where it was propoſed to ſettle them as a free and independent colony, and to give them a ſtock of proviſions, arms, and plantation tools,

to begin the world with. Of 700 negroes, who offered themſelves, only 411 ſailed from Plymouth in April, the reſt having deſerted, been diſcharged for mutinous behaviour, or died onboard the tranſports by intemperance and confinement. Along with the negroes there were ſhipped about 60 white people, moſt of whom were women of abandoned character. In May they arrived at their deſtined port; and Captain Thompſon, the commander of the ſhip of war which convoyed them, made a purchaſe of land from the king of the country for their ſettlement. But thoſe negroes, perhaps originally not very fond of labour, had acquired ſuch a habit of diſſipation in their military life, which was rendered ſtill more inveterate by their begging life in London, that not even their own preſervation could induce them to work for themſelves upon the conſtruction of houſes and the cultivation of ground, which were declared to be their own property.

This year the French began to import cotton and indigo from their ſettlement at Goree on the coaſt of Africa: and Engliſh dyers, who have uſed the indigo, have pronounced it equal to that of Guatimala, and ſuperior to all other Weſt-India indigo. If the Europeans would encourage the Africans to cultivate the valuable productions of their own excellent ſoil, there ſeems no reaſon to doubt, that every article of produce imported from Aſia and America might alſo be imported from that hitherto-neglected quarter of the world, which is nearer to us than either of the others, is even now more populous than America, and would be infinitely more ſo, if a trade in produce were eſtabliſhed inſtead of a trade in human creatures: and much greater profits would accrue to a manufacturing nation from the voluntary induſtry of free men living happily in their own country, than can ever be derived from the extorted labour of ſlaves forcibly dragged away from all that is near and dear to them.

The king of Almamy, a diſtrict near the mouth of the River Senegal, having in his youth received a better education than moſt other African princes, encouraged his ſubjects to cultivate their lands, raiſe cattle, and practiſe ſeveral branches of induſtry. He entirely prohibited the ſlave trade throughout his territory; and he redeemed his ſubjects, when they were ſeized by the Moors. He rejected with diſdain the preſents, offered to him by the ſlave-dealers in order to corrupt his virtue; and this year he refuſed to allow them to drive their ſlaves through his country. If the other Negro princes would follow his example, there would be no occaſion for European legiſlators to deliberate upon the juſtice or expediency of tolerating, or ſuppreſſing, the ſlave trade.

About the beginning of the year 1784 ſome of the merchants of Montreal, in order to put an end to the competitions and ſquabbles of their agents employed in the trade with the Indians, united their ſtock and trade in one conſiderable partnerſhip, which was increaſed by the

union of a rival company in July 1787; and they have ever ſince been known by the name, or firm, of *the North-weſt company*. Without any excluſive privilege, or any advantages, but what they derive from their capital, credit, and knowlege of the buſineſs, their prudent regulations, and judicious liberality to their clerks and ſervants of all kinds, they have carried that branch of commerce to a height never before attained. Their goods, properly prepared in Montreal for the Indian market, are conveyed by the River Altawa (which falls into the S^{t}. Lawrence near Montreal) and by other rivers, and by portages, to Lake Nipiſſing, Lake Huron, Lake Superior, and thence, by ſeveral chains of great and ſmall lakes and rivers, to Lake Winipeg, Athabaſca or Arathapeſcow lake, and the Great Slave lake, which are within a few hundred miles of the weſtern coaſt of America, and of the ſea, which apparently forms the northern boundary of that continent.

In this vaſt range of their trade the company have eſtabliſhed about 2,000 people as their agents and ſervants at their numerous poſts diſperſed all over the country, who conduct the buſineſs, and cultivate the friendſhip of the Indians, among whom they conſtantly reſide. Thoſe agents have ſometimes fallen in with the ſervants of the Hudſon's-bay company, by whom they have been threatened with a proſecution for infringing their charter: but their threats have never been carried into effect.

Though the fur and peltry trade is very far from being the great national object it has on ſome occaſions been repreſented to be, yet, as it is very lucrative to thoſe concerned in it (though they complain that the tedious returns make it a very heavy buſineſs) and as it conſtitutes the greateſt part of the exports from Canada, I ſhall here lay before the reader

A particular account of the various kinds of ſkins exported from Canada in the year 1786 *.

Beavers	116,623	Racoons	10,854
Otters	23,684	Wild cats	5,979
Foxes	6,213	Elks	7,555
Minks	5,959	Wolves	12,923
Weasels	3,958	Whelps	506
Bears	19,372	Tigers	64
Deer in the hair	126,079	Squirrels	480
Castors	202,719	Seals	15,007

The value of the whole of these skins, as rated in the books of the custom-house in Canada, was - - - £225,977

The other exports of the province this year consisted of

Rye	103,824 bushels, value		20,764
Flour	10,476 barrels		12,571
Biscuit	9,317 hundredweights		6,056

* The quantities of ſkins exported from this province in the years 1764-66 have already been given, V. iii, p. 453.

Oats	4,015 bushels	£516
Peas	304 ———	63
Potatoes		55
Onions		300
Pork and beef		586
Flax-seed	10,171 bushels	2,034
Pot-ashes		1,724
Horses	67	670
Timber, masts, staves, planks, shingles, casks		4,484
Salmon		828
Train oil		3,700
Salt fish and peltry from Labrador, Bay Chaleur, and Gaspe		60,000
Other articles		2,886
Total *		£343,214

The goods imported into Canada this year were

Rum, to the value of	£63,032
Melasses	21,380
Sugar	5,269
Spanish wine	31,288
Salt	2,912
Other merchandize of all kinds	201,235
Total	£325,116

There were alſo imported on government account 6,709 barrels of pork, and 1,754 firkins of butter, for the uſe of the garriſons.

It has been remarked, as a ſingular circumſtance, that the collections of ſkins from ſo vaſt an extent of country, though ſubject to be affected by accidents of weather, the caprice of the Indians, and the conduct of the traders, have continued very nearly the ſame for ſeveral years after 1786.

The governments of Great Britain and France appear to have been at this time very ſincerely diſpoſed to prevent any colliſion of commercial intereſts from interrupting the harmony between the two kingdoms. In addition to the arrangements already made for promoting a friendly intercourſe in Europe, they now, by a particular convention, cleared up ſome difficulties, which had ariſen in the Eaſt-Indies relative to the meaning and extent of the thirteenth article of the treaty of peace.

By the firſt article ‘ a ſafe, free, and independent trade, ſuch as was ‘ carried on by the French Eaſt-India company,’ was ſecured to the ſubjects of France, ‘ whether they exerciſe it individually or as a com- ‘ pany,’ as well in the nabobſhip of Arcot, and in Madura and Tanjore,

* I have enumerated ſome very minute articles of proviſions, &c. produced by the agricultural induſtry of Canada this year, becauſe it is not every year that that province has any proviſions to ſpare. Even this year, though pork be exported, pork and butter are imported for the army.

as in Bengal, Bahar, and Orixa *, in the northern circars, and in general in all the Britiſh poſſeſſions on the coaſts of Orixa, Coromandel, and Malabar.

2) The French were reſtricted from importing more than 200,000 maunds of ſalt annually, which is to be delivered to them at a place appointed by the government of Bengal at the fixed price of 120 rupees for every 100 maunds.

3) 18,000 maunds of ſaltpetre and 300 cheſts of opium are to be delivered annually for the commerce of the French on the demand of their agent in Bengal at the price eſtabliſhed before the late war.

4) The ſix antient factories of Chandernagore, Coſſimbazar, Dacca, Jugdea, Balaſore, and Patna, with the territories belonging to them, are acknowleged to be under the protection of the French flag, and ſubject to French juriſdiction.

5, 6, 7, 8) The antient houſes of Soopore, Keerpoy, Cannicole, Mohunpore, Serampore, and Chittagong, as well as the dependencies on Soopore, viz. Gautjurat, Allende, Chintzabad, Patorcha, Monepore, and Dolobody, were alſo ſecured to France, together with the faculty of eſtabliſhing new houſes of commerce; but without any juriſdiction, or exemption from the ordinary juſtice of the country exerciſed over Britiſh ſubjects. The French without the limits of thoſe factories were entitled to an impartial adminiſtration of juſtice in all caſes: and delinquents flying from juſtice, whether Europeans or natives, were to be reciprocally delivered up.

9) The reſtitution of Yanam, already delivered to the French, is confirmed.

Notwithſtanding all theſe friendly communications in this and the preceding year, the two countries were at the point of plunging into a war on account of a conteſt between the Dutch and their ſtadtholder. France marched an army towards Holland; Great Britain engaged for a body of 12,000 men to be furniſhed by the prince of Heſſe-Caſſel; and both nations actually put their fleets in a condition for action. But happily the threatening ſtorm blew over; and the ambaſſadors on both ſides ſigned pacific declarations, (27th October.)

In the new conſtitution of the United ſtates of America, which was confirmed by the deputies of the ſeveral ſtates aſſembled at New York on the 17th of September, the following are the articles affecting their commercial ſyſtem.

By article I, § 8, the congreſs are veſted with authority to lay and collect taxes, duties, impoſts, and exciſes, which muſt be uniform throughout all the United ſtates; to regulate commerce with foreign

* So the name is ſpelled in this treaty; it is alſo ſpelled Oriſſa; and the later, I ſee, is preferred by Major Rennell in his Map of Hindooſtan.

nations, among the ſeveral ſtates, and with the Indian tribes; to coin money, and regulate the value of it; and to fix the ſtandard of weights and meaſures.

§ 9) The migration or *importation* of ſuch perſons, as any of the ſtates may think proper to admit, is not to be prohibited by congreſs prior to the year 1808; but a duty, not exceeding ten dollars, may be impoſed on each perſon ſo *imported**.

No duties ſhall be laid on articles exported from any ſtate; nor ſhall any preference be given to the ports of one ſtate over thoſe of another.

§ 10) No ſtate ſhall coin money, emit bills of credit, make any thing but gold and ſilver coin a tender in payment of debts, or paſs any law impairing the obligation of contracts. No ſtate ſhall, without the conſent of congreſs, lay any impoſts or duties on imports or exports, except what may be abſolutely neceſſary for executing the inſpection laws; and the net proceeds of ſuch impoſts or duties muſt be paid into the treaſury of the United ſtates.

It was eſtimated, that for ſeveral years after the commencement of the preſent reign the whole annual value of the cotton manufactures of this kingdom was under £200,000; and that not above 50,000 ſpindles were employed in ſpinning cotton yarn. At this time the ſpindles employed were eſtimated to be above 2,000,000, and muſlins were made in the Britiſh looms which rivaled thoſe of India. The following is believed to be a pretty correct

View of the progreſs of the cotton manufacture from the year 1781, *when muſlins were firſt made in this kingdom.*

Cotton uſed in the manufactures of Great Britain.			Eſtimated value of the cotton manufactures of Great Britain.
5,101,920	pounds in the year	1781	£2,000,000
11,206,810	- -	1782	3,900,000
9,546,179	- -	1783	3,200,000
11,280,238	- -	1784	3,950,000
17,992,888	- -	1785	6,000,000
19,151,867	- -	1786	6,500,000
22,600,000	(say 22,176,887 †)	1787	7,500,000

A writer, who inveſtigated the ſubject of the cotton manufactures at this time, eſtimates the ſupply and the expenditure of cotton in the year 1787 in the following proportions.

* Though Negro ſlaves be not expreſsly mentioned, this regulation points only to them.

† This is the quantity in 1787 according to the cuſtom-houſe report preſented to the houſe of commons, which the writer of *An important criſis in the calico and muſlin manufactory in Great Britain explained*, from whom moſt of the information contained in this paragraph is derived, could not obtain at the time (1788) when he wrote. The importation of cotton continued to increaſe, as will appear from a ſtatement of the quantity of raw materials uſed in the principal manufactures of Great Britain, to be given in a ſubſequent part of this work.

Imported from	pounds.	Worked up in	pounds.
British West-Indies*	6,600,000	Candle wicks	1,500,000
French and Spanish colonies	6,000,000	Hosiery	1,500,000
Dutch ditto	1,700,000	Cotton goods mixed with silk or linen	2,000,000
Portuguese ditto	2,500,000	Fustians	6,000,000
East-India, procured from Ostend	100,000	Calicoes and muslins	11,600,000
Smyrna or Turkey	5,700,000		
	22,600,000		22,600,000

At this time the number of water mills, or machines, for ſpinning twiſt cotton yarn for warps, as near as intelligence could be obtained, was as follows.

In Lancashire	41	Berk-shire	2	Lanerk-shire	4
Derby-shire	22	The rest of England	6	Renfrew-shire	4
Nottingham-shire	17		—119	Perth-shire	3
York-shire	11	Flint-shire	3	Edinburgh-shire	2
Cheshire	8	Pembroke-shire	1	The rest of Scotland	6
Stafford-shire	7		— 4		—
Westmoreland	5	In all England and Wales	123	In all Scotland	19
				Mann	1

the whole being 143, the cost of which was estimated at - £715,000
There were at the same time 550 mule jennies, or machines of 90 ſpindles each †, and 20,700 hand jennies of 80 ſpindles each, for ſpinning yarn for the ſhute or weft, the cost of which, and of the auxiliary machinery, together with that of the buildings, is ſtated to have been at least - - - 285,000

the total expenditure being at least - - £1,000,000

Theſe eſtabliſhments, when in full employment, were eſtimated to produce as much cotton yarn as could be ſpun by a million of perſons upon ſingle wheels; and, inſtead of diminiſhing the employment of the people, as was apprehended, they called vaſt numbers from idleneſs to comfortable independence. At this time they were ſuppoſed to employ

men	women	children	total	
26,000	31,000	53,000	110,000	in the operations of ſpinning, and
133,000	59,000	48,000	240,000	in the ſubſequent ſtages of the manufacture, there being in all
159,000	90,000	101,000	350,000	perſons employed in this moſt beneficial manufacture, and nearly one half of them in the calico and muſlin branches, wherein the value of the raw material is advanced, by induſtry

* It appears from the Report of the committee of the privy council upon the ſlave trade, that the cotton, imported from Jamaica, Grenada, and Barbados, in the year 1787, exceeded the quantity here ſtated as imported from all the Britiſh Weſt-Indies. The author of this eſtimate made a deduction of what he ſuppoſed the quantity of foreign cottons imported from the Britiſh Weſt-Indies.

† 'This machine admits of a great number of 'ſpindles; the greateſt yet known is 304.' [*Aikin's Deſcription of Manchester, p.* 263.]

and ingenuity acting upon capital and machinery, to from ten to fifty times the value of it, when purchaſed by the manufacturer *. Such are the powers of machinery; and ſuch are the benefits conferred upon this nation by the inventive genius of Sir Richard Arkwright.

It happened unfortunately, in the firſt inſtance, for the Britiſh manufacturers, that the Eaſt-India company had at this time a very great ſtock of piece goods in their warehouſes, and the competition between them and the Britiſh fabrics very much depreſſed the prices of both. The manufacturers took the alarm, and preſented to the committee of the privy council for trade a memorial, charging the company with having purpoſely augmented the quantity of the goods, and lowered the prices, in order to ruin them, and deſtroy Britiſh induſtry, in favour of their own ſubjects in Hindooſtan and their own commerce. The ſubſtance of the accuſation being tranſmitted by the committee of the privy council to the company, it was ſo completely anſwered, that the committee were fully convinced that any reſtrictions upon the company's ſales would be prejudicial to the manufacturers themſelves, throw the trade into the hands of foreigners, and open a door to very extenſive ſmuggling for home conſumption †. And, indeed, when we conſider, that all Eaſt-India goods are ſold by public ſale, it is evident that the demand muſt entirely regulate the price, which is fixed by the buyers themſelves: for no one can ſuppoſe that the company refuſed to take as good a price as they could get. Neither was the glut of goods, which now came into the market, and preſſed ſo hard upon the manufacturers at the time, permanently hurtful to them, but rather highly beneficial: for it called into employment a vaſt number of hawkers of muſlins, &c. who, by dint of low prices, diffuſed a taſte for thoſe goods in the remoteſt villages of the kingdom, where they had ſcarcely ever been ſeen before, and thereby paved the way to a greatly-extended demand for the productions of the Britiſh as well as the India looms, by which the regular ſales of both are augmented at leaſt a hundred-fold.

Meſſieurs Kendrew and Porthouſe of Darlington in York-ſhire, invented mills and machinery for ſpinning flax, which had been believed incapable of being drawn out and duely twined by any mechanic powers, and took out a patent for their invention.

The following is believed to be a pretty accurate eſtimate of the annual amount of the French Levant trade about this time.

* If we take into conſideration the value added to muſlin by tambouring, we may ſay, that a pound of cotton is thereby brought up to the value of about £15, or above a hundred times the original value. A pound of Demararay cotton has been ſpun by the machinery to the extent of 356 hanks, meaſuring 840 yards each, or 169 miles in all: a degree of ductility far ſurpaſſing that of the fineſt wool, and perhaps only inferior to that of gold and ſilver.

† A committee of the principal buyers of piece goods drew up a memorial, expreſſing their conviction that ſuch would be the caſe.

Places.	Exports from France.	Imports to France.
Constantinople - -	Livres 4,000,000	1,000,000
Salonica - - -	2,300,000	3,500,000
Morea - - -	250,000	1,000,000
Candia - - -	250,000	1,000,000
Smyrna - - -	6,000,000	8,000,000
Syria - - -	5,000,000	6,000,000
Egypt - - -	3,000,000	3,500,000
Barbary - - -	1,500,000	2,000,000
Add for caravans - -	150,000	
and smuggled goods - -	1,500,000	
	* 24,000,000	26,000,000

The trade carried on by France with Ruſſia, in virtue of the commercial treaty concluded in the preceding year, was not very extenſive, the exports from Ruſſia being this year only to the amount of £50,000. The French, however, imported into Ruſſia merchandize far exceeding that amount, which were partly carried direct from France by ſea. But rich ſtuffs, jewels, and other articles of luxury, uſed to be conveyed either wholely by land carriage, or by the medium of the German ports on the Baltic ſea, whence they found their way into Ruſſia, a conſiderable part of them being generally ſmuggled.

The whole value of the merchandize imported into Peterſburg this year was 15,564,533 rubles. The principal articles were woollen, cotton, and ſilk, goods; wines of France, Spain, Portugal, Germany, Hungary, Italy, and Greece; beer and ale (4,791 hogſheads); herrings (19,979 barrels of Swediſh and northern, and only 741 of Britiſh and Dutch); ſugar; coffee; and tea. There were alſo imported gold in ingots to the value of 9,830 rubles, and ſilver in bars to the value of 17,266 †.

A botanic garden was eſtabliſhed in Bengal under the directions of Colonel Kydd. The Eaſt-India company, expecting great benefit from it, eſpecially by the propagation of cinnamon and ſago trees, ſent out orders to withhold no proper expenſes for the advancement of ſo uſeful an inſtitution.

There belonged this year to all the ports

of England	8,711	veſſels of the *aſcertained* burthen of	954,829 tuns,
and of Scotland	1,700	- - - -	133,045
Total	10,411		1,087,874

* About one million ſterling money.

† In the account of the French and Ruſſian trade I have followed Mr. Eton. [*Survey of the Turkiſh empire, p.* 417.] The account of the imports of Peterſburg is from the private collections kindly communicated to me by the ſame gentleman.

All theſe veſſels were meaſured and regiſtered agreeable to the act 26 Geo. III, c. 60. The returns from the other parts of the Britiſh dominions were not received in time to be included in this year's account of Britiſh ſhipping.

There were entered this year in all the ports of Great Britain, from and to foreign countries, including repeated voyages,

	Britiſh.		Foreign.		Total.	
	Veſſels.	Tuns.	Veſſels.	Tuns.	Veſſels.	Tuns.
Inward -	9,969	1,058,368	2,181	258,133	12,150	1,316,501
Outward -	11,762	1,211,199	1,462	138,220	13,224	1,349,419

The net amount of the cuſtoms, including the Weſt-India four-and-a-half-per-cent duty, paid into the exchequer in the courſe of this year, was

from the cuſtom-houſe in London -	£3,603,807	4	11
and from the cuſtom-houſe in Edinburgh -	70,000	0	0
Total net revenue of the cuſtoms of Great Britain	£3,673,807	4	11

There were coined at the mint in the courſe of this year

60,975 pounds of gold, value - -	£2,849,056	17	6
and 17,890 pounds of ſilver *, - -	55,459	0	0
	£2,904,515	17	6

* Though the coinage of ſilver this year was pretty conſiderable (being, indeed, the largeſt in any one year ſince the early part of the eighteenth century) not a ſingle ſhilling or ſixpence of it is now to be found in circulation, nor, indeed, of any ſilver coined in the preſent reign. Some are preſerved as *ſcarce coins*, and ſome as counters for playing at cards: but the greateſt part muſt have been exported, or melted down, as it is otherways impoſſible to account for ſuch a ſum of money totally diſappearing.

The official value of the imports and exports of Great Britain during the year 1787 was as follows.

Countries, &c.	Imported into ENGLAND.	Imported into SCOTLAND.	Exported from ENGLAND — British merchandize.	Exported from ENGLAND — Foreign merchandize.	Exported from ENGLAND — Total.	Exported from SCOTLAND — British merchandize	Exported from SCOTLAND — Foreign merchandize.	Exported from SCOTLAND — Total
Denmark, &c.	£103,947 15 0	24,003 9 10	£117,382 15 11	134,705 4 8	£252,088 0 7	13,085 6 4	2,643 7 5	£15,728 13 9
Russia -	1,315,198 10 1	346,607 2 0	202,029 4 9	99,286 12 3	301,315 17 0	4,534 16 10	1,710 14 3	6,245 11 1
Sweden -	226,252 15 3	38,900 1 8	37,403 3 7	27,127 9 3	64,530 12 10	5,207 11 6		5,207 11 6
Poland - } Prussia - }	453,442 17 4	80,482 7 3	52,057 11 0	39,746 15 9	91,804 6 9	1,465 4 4	1,084 8 4	2,549 12 8
Germany -	573,297 10 7	24,378 13 6	633,889 17 4	664,134 3 2	1,298,024 0 6	13,424 2 2	6,283 4 2	19,707 6 4
Holland -	351,200 8 10	99,506 14 8	626,970 10 2	486,137 11 9	1,113,108 1 11	85,525 2 6	95,753 6 5	181,278 8 11
Flanders -	127,546 11 8	3,716 12 9	429,624 13 3	374,387 14 3	804,012 7 6	1,127 13 4	27,903 13 3	29,031 6 7
France -	562,588 16 1	14,424 1 9	708,607 0 10	267,454 8 0	976,061 8 10	4,839 14 1	6,005 10 7	10,845 4 8
Portugal -	572,095 13 8	25,401 0 1	551,298 1 9	25,536 9 3	576,834 11 0	1,618 2 9		1,618 2 9
Madeira -	2,494 9 7	168 16 11	20,136 12 9	5,058 17 8	25,195 10 5			
Spain - -	781,835 2 7	15,793 5 11	476,496 9 1	60,915 11 11	537,412 1 0	16,710 4 1	115 4 3	16,825 8 4
Canaries -	5,673 7 1	9 5 11	20,421 13 9	394 11 5	20,816 5 2			
Straits - -	1,387 10 0		278,146 18 9	436 6 0	278,583 4 9			
Gibraltar -	2,487 0 8		58,489 7 10	23,084 12 4	81,574 0 2	627 13 5	325 16 6	953 9 11
Italy -	765,706 19 8	13,453 13 2	581,869 15 1	134,433 16 10	716,303 11 11	9,115 12 4	212 3 4	9,327 15 8
Venice -	75,664 2 9		5,297 6 9	8,096 10 1	13,393 16 10			
Turkey -	191,949 4 11		67,405 11 3	32,366 9 4	99,772 0 7			
Ireland -	1,884,223 0 5	337,505 7 4	957,806 16 0	1,066,132 12 6	2,023,939 8 6	178,599 5 8	140,005 4 1	318,604 9 9
Mann -	17,240 12 4	1,710 18 1	19,548 11 2	13,115 15 0	32,664 6 2	2,027 3 7	1,104 6 6	3,131 10 1
Guernsey, &c,	41,920 1 8	210 5 1	59,399 8 5	15,867 7 1	75,266 15 6	302 11 4	3,904 7 11	4,206 19 3
Greenland -	180,766 14 6	34,520 9 9	20 0 0	1,176 16 8	1,196 16 8			
West Indies, America, United states	780,445 2 4	113,192 13 9	1,575,119 16 8	219,094 4 5	1,794,214 1 1	131,740 18 1	38,156 19 5	219,897 17 6
West Indies, America, Br. colonies	241,673 18 10	1,557 5 5	617,457 8 7	233,001 19 1	850,459 7 8	37,093 14 1	25,704 17 11	62,798 12 0
West Indies, America, British	3,456,061 17 10	293,385 19 6	1,253,496 19 4	178,030 5 7	1,431,527 4 11	187,314 13 5	19,861 15 6	207,176 8 11
West Indies, America, Foreign	71,310 8 1		10,780 15 7	3,403 9 5	14,184 5 0			
Asia -	3,430,868 0 6		1,486,171 18 7	65,037 17 11	1,551,209 16 6			
New Holland			583 2 1	945 16 5	1,528 18 6			
Africa -	117,817 19 6		461,629 3 4	266,004 15 3	727,633 18 7			
Totals -	16,335,096 11 9	1,468,928 4 4	11,309,540 13 7	4,445,114 3 3	15,754,654 16 10	744,359 9 10	370,774 19 10	1,115,134 9 8

Summary.

			Britiſh merchandize.	Foreign merchandize.	Total.
Imports of	England	£16,335,096 11 9			
	Scotland	1,468,928 4 4			
Exports of	England		£11,309,540 13 7	£4,445,114 3 3	£15,754,654 16 10
	Scotland		744,359 9 10	370,774 19 10	1,115,134 9 8
Totals -		£17,804,024 16 1	£12,053,900 3 5	£4,815,889 3 1	£16,869,789 6 6

1788, January—Captain Arthur Phillip of the navy, appointed governor of the intended colony in New South Wales, arrived at Botany bay in that country with his fleet of tranſports and his coloniſts, together with a ſtock of horſes, cows, ſheep, goats, rabbits, and poultry, in January 1788. But not liking the harbour nor the appearance of the country around it, he removed to Port-Jackſon, the next harbour to the northward, where he found a ſoil generally good, and a country thinly inhabited by a race of black people in the loweſt ſtate of ſavage life: and there he eſtabliſhed his colony, conſiſting chiefly of convicts, whoſe deſcendents, when purified from the vicious habits of the firſt ſettlers, may perhaps make an important figure in the hiſtoric page of the nineteenth century.

Connected with the commencement of this extraordinary colony was the laſt intelligence received in Europe concerning the illuſtrious French navigator, Mr. De la Perouſe, who arrived in Botany bay a few days after Governor Phillip. Two frigates, called the Bouſſole and the Aſtrolable *; ſailed from Breſt on the 1st of Auguſt 1785 under the command of Commodore De la Perouſe and Captain De Langle, who were accompanied by men of the firſt abilities in every ſuitable department of ſcience and the arts. The important object of their voyage was to ſupply whatever was wanting, and to aſcertain whatever was doubtful, in the diſcoveries of preceding navigators, ſo as to render the geography of the whole world full and complete; and alſo to diſperſe uſeful vegetables throughout the innumerable iſlands of the South ſea for the benevolent purpoſes of adding to the comforts of the natives, and furniſhing refreſhments to the navigators of ſucceeding ages. Neither was any thing omitted in the king's inſtructions to the commander, which could tend to promote the intereſts of the French commerce and policy, or of general ſcience. The commodore, having made the weſt coaſt of North America at Mount St. Elias in about 60° north latitude, traced that coaſt, of which Captain Cook had for the moſt part only a tranſient view, as far as Monterey, a Spaniſh ſettlement in California, and conſtructed a chart of it, which, from the number of accurate obſervers, and the goodneſs of the inſtruments †, employed in aſcertaining the poſitions, he recommends with an honeſt conſciouſneſs of diligence and abilities, to the confidence of navigators and the learned ‡. The navigators afterwards

* Bouſſole ſignifies the compaſs. Aſtrolabe is the name of an inſtrument formerly uſed for taking the height of the ſun and other objects, and for ſolving many problems in aſtronomy.

† It is pleaſing to relate, that the Britiſh admiralty, mindful of the attention of the French government to Captain Cook's ſhips, when returning from a ſimilar voyage, preſented to Mr. De la Perouſe the chronometer and the azimuth compaſs, that had been uſed by that great navigator, and every chart and paper that could be of ſervice to him.

‡ With reſpect to particular points and bays, much was added by the ſucceeding ſurveys of our veſſels engaged in the fur trade. But all preceding charts of this coaſt muſt be ſuperſeded, whether we conſider the accuracy or the minute detail, by that which was conſtructed by Captain Vancouver from a conſtant cloſe examination of the numerous channels, moſtly performed in his boats in the years 1792-1794.

coaſted along the eaſtern ſhores of China, Corea, and Tartary, aſcertaining the hitherto-unknown poſitions of the principal points of thoſe countries, and of ſome large iſlands lying to the northward of Japan, which were very erroneouſly laid down in all our charts; and then they proceeded to the port of S^t. Peter and S^t. Paul in Kamtſchatka, the worthy inhabitants of which, from the knowlege of their characters obtained by the peruſal of Cook's third voyage, they conſidered as old known friends, who on their part received them with the ſame warmth of hoſpitality, which they had ſhewn to our Britiſh navigators. From that hoſpitable extremity of the world they proceeded to explore the Pacific ocean, and arrived at Botany bay on the the 26^th of January 1788, when Governor Phillips was getting under ſail for Port-Jackſon.

When Mr. De la Perouſe was at Chili, he remarked the wonderful abundance of corn, vines, flocks, and herds; the later in particular, which are commonly killed merely for the ſake of the tallow and hides, there being no ſufficient number of conſumers for the fleſh. But though the produce of that country, if duely cultivated and encouraged, would, he ſays, be ſufficient to maintain the half of Europe, and its wool would ſupply all the manufactures of France and England, the bleſſings of nature are counteracted by the errors of government; the people are poor in the midſt of plenty; and the whole commerce of the place is conducted by four or five ſmall veſſels, which arrive once a-year from Lima.

His obſervations at Manila are nearly ſimilar. The fruits of the earth are abundant: but trade is ſo fettered by impoſitions and reſtrictions, that what is over ſerving the wants of the cultivators is almoſt of no value. Sugar has been ſold at leſs than a penny a pound, and rice has been left on the ground uncut. The people are not permitted to raiſe tobacco, of which they are diſtractedly fond, but are compelled by an army of revenue officers and a military force to buy it from the government at the enormous price of half a dollar a pound. With a profuſion of the richeſt tropical productions, and ten gatherings of ſilk in the year, they are miſerable, and conſequently diſcontented. And this moſt delightful country, capable from its ſituation and its fertility of becoming one of the moſt important ſettlements in the world under a wiſe and moderate government, is of no advantage to Spain; and, to uſe Perouſe's own words, 'the moſt charming country in the univerſe is certainly the 'laſt, which a lover of liberty would chuſe for his reſidence *.' The Philippine company, lately eſtabliſhed with the moſt oppreſſive excluſions and prejudices, have engroſſed the trade with America, and are at

* Theſe pictures of miſery in the midſt of redundant plenty, and poverty in countries which roll down gold in their rivers, are ſelected as a contraſt to the bleſſings attendant on free induſtry in countries leſs favoured by nature, but more enlighted by ſcience and philoſophy.

the ſame time obliged to buy the manufactures of India and Europe in the port of Manila, where *pretended* Mooriſh, Armenian, and Portugueſe, veſſels from Goa import only Engliſh goods.

He thinks that Macao in China, which nominally belongs to the Portugueſe, if it were made a free port, and were under a government of proper energy, might be one of the moſt flouriſhing towns in Aſia.

Perouſe made it an invariable rule to give every iſland or country in his charts its proper indigenous name, if he could obtain it; if not, he retained the name given by the firſt European diſcoverers, giving new names only to ſuch places as, he had reaſon to believe, were firſt diſcovered by himſelf *. Indeed, he was ſo far from arrogating to himſelf the honours due to other diſtinguiſhed navigators, that he was ever ready to give them all due praiſe, and in particular embraced every opportunity to expreſs the greateſt reſpect for the memory of the immortal Cook, whom he called *the greateſt of navigators*, and of whom he was a moſt worthy follower †.

This enlightened navigator, all his philoſophical aſſociates, and the crews of both ſhips, were, moſt probably, ſwallowed up in the ocean, for nothing was ever heard of them after their departure from Botany bay on the 11th of March 1788. Had they been ſpared to return to Europe, the world would have been greatly enriched by the ſtores collected in almoſt every branch of ſcience by ſo many men, each of whom was eminently qualified to execute the taſk he had taken upon himſelf. What we poſſeſs of the fruits of their labour and reſearch was fortunately ſent home, as they found opportunities, and chiefly from Kamtſchatka ‡.

The progreſs and general diffuſion of ſcience have humanized the manners of mankind, and ſoftened that ferocity which diſgraced former ages. One of the conſeqences of this improvement in the moral ſentiments and feelings of mankind is, that the juſtice of carrying the natives of Africa into ſlavery has been queſtioned by moſt people, who are unconnected with the ſlave trade or property in ſlaves, and abſolutely denied by many. At the beginning of this ſeſſion of parliament §, Mr. Wilberforce gave notice of his intention to bring in a bill reſpecting the ſlave trade: Mr. Fox alſo ſignified, that he propoſed to call the

* *Future geographers, and navigators (who, to be maſters of their own art, muſt be geographers) will be fully ſenſible of the important advantages reſulting from ſuch a line of conduct.*

† To the many inſtances of reſpect contained in his account of his own voyage may be added what he ſaid to Lieutenant King at Botany bay. —'In ſhort, Mr. Cook has done ſo much, that 'he has left nothing for me to do but to admire 'his actions.' [*Hunter's Voyage to New South Wales, p.* 292.]

‡ The national aſſembly of France ordered a ſplendid edition of the Voyage to be executed at the public expenſe, and directed, that, after the king ſhould have taken ſome copies for his own uſe or diſpoſal, the whole of the impreſſion ſhould be ſent to the widow of the lamented commander; and they ordered that ſhe ſhould receive her huſband's pay till the return of the two ſhips, which were ſent out in hopes of finding him.

§ The ſeſſion began on the 27th of November 1787.

attention of parliament to that ſubject: and it was ſuppoſed, that Mr. Pitt, the prime miniſter, was alſo a friend to the meaſure. In conſequence of theſe favourable appearances, and of the diſcuſſion which the queſtion had undergone throughout the whole country, one hundred and three petitions were preſented to the houſe of commons by the friends of the unfortunate Africans, among whom were the corporation of London, and moſt of the other principal corporations and communities in England and Scotland, praying for an abolition of the ſlave trade *. On the other ſide, when the parliament took up the buſineſs, petitions from Liverpool, from London, from the agent for Jamaica, and from a proprietor of a braſs manufactory, prayed for continuing the trade as it was †.

February 11th—The king in council directed the committee of council for trade and plantations to inquire into the ſtate of that part of Africa whence the ſlaves are brought, the manner of obtaining them, the tranſportation and ſale of them, and the effects of the ſlave trade upon the colonies and the general commerce of the kingdom. And the committee, having accordingly made inquiries of every one they could find, acquainted with the circumſtances of the ſlave trade, and having alſo got anſwers from the governors, aſſemblies, &c. in the Weſt-Indies concerning the ſtate of ſlavery, and of the produce and trade of the iſlands, &c. next year drew up a large report, which they addreſſed to the king. From this copious ſource I am enabled to lay before the reader the following authenic information upon thoſe intereſting ſubjects ‡.

The Negroes are generally deſcribed by thoſe, who may be preſumed to be moſt impartial, as a mild and inoffenſive race §, where they have no intercourſe with Europeans. They have great abundance of rice of a quality ſuperior to that of Carolina ‖, corn of various kinds, pep-

* Among thoſe petitions there was one from Briſtol, though that city, as well as London, is one of the three chief ſeats of the ſlave trade.

† A ſlave-merchant appeared at the bar of the houſe of lords, with his eyes full of tears, and a countenance fraught with horror, and ſaid, 'My 'lords, I am ruined, if you paſs this bill. I have 'riſked thirty thouſand pounds upon the trade 'this year. It is all I have been able to gain by 'my induſtry, and, if I loſe it, I muſt go to the 'hoſpital.'—Could this miſerable man not employ his *thirty thouſand pounds* in ſome more unexceptionable line of buſineſs? Could he not live upon ſuch a fortune without any buſineſs? I ſay nothing of the inconſiſtency of ſuch a man being conſidered as an object of compaſſion by thoſe, who could ſteel their hearts againſt feeling for the miſery brought upon the unoffending Africans by this very man in the proſecution of the trade, which was the object of conſideration.

‡ Though the Report was not completed till the 28th of March 1789, yet, as the facts contained in it (excepting one table of imports from the Weſt-Indies) are brought no lower than the beginning of the year 1788, this appears to be the proper place for introducing them.

§ This character of the Negroes has the ſupport of, apparently, the father of hiſtory, [*See V.* i, *p.* 55] of Leo Africanus, who traveled through a great part of Africa about the year 1506, of Mr. Park, who lately explored the banks of the River Niger, and many others.

‖ Several of the gentlemen examined by the committee aſſerted, that the African rice was the beſt they had ever ſeen. It grows on dry ground, and is more hearty or ſubſtantial than the ſwamp rice of America and the Oriental countries. At Sierra Leona from 700 to 1,000 tuns of it uſed to be purchaſed annually for the ſhipping and factories at prices varying from 2*s* to 10*s* a hundredweight.

per *, and valuable gums. They raiſe tobacco of an inferior quality for their own uſe: and it may be preſumed, that they might as eaſily raiſe the beſt, if the ſeed were introduced among them. They have cotton of ſeveral qualities and *colours*. The country is covered with a great variety of valuable woods; and gold, ivory, and wax, are found in it. Sugar-canes, and indigo of a ſuperior quality, grow ſpontaneouſly; and there can be no doubt, that every production of the tropical countries might be cultivated to advantage, though I have only ſelected a few, which are articles of eſtabliſhed commerce †. If the Europeans would conduct their intercourſe with the Negroes ſo as to perſuade them that they had their intereſt at heart, they would be eaſily induced to apply to the cultivation of valuable articles for trade. 'But the ſlave-trade 'naturally has a tendency to make both the natives and the people em-'ployed in it ferocious ‡.'

In moſt parts of the country the kings are abſolute. They make war upon their neighbours for the purpoſe of getting priſoners. Of theſe the handſomeſt of the women are reſerved for domeſtic ſlaves or concubines; and the men and the reſt of the women are ſold to the ſlave-traders. It is alſo aſſerted, that ſlaves are bred up for ſale, as cattle are in other countries. Formerly murder was puniſhed by death, and other crimes by fines of cattle, &c. paid to the party injured: but now, in order to ſtock the ſlave market, all crimes, from murder to the moſt petty offence, real or imaginary, are puniſhed by foreign ſlavery ‖. Accuſations of adultery and witchcraft are often procured againſt obnoxious perſons; and for ſuch crimes, or the pretence of them, not only the ſuppoſed criminal, but alſo his whole family are condemned to ſlavery. Many are alſo made ſlaves for debt. When the demand for ſlaves is briſk, the kings, chiefs, and black traders, make no ſcruple of *panyaring* (ſeizing and carrying off) the inhabitants of whole villages, againſt whom no offence is alleged; and armed men go out ſingly, or in ſmall parties, to waylay and ſeize defenceleſs ſtragglers. The European ſlave-traders are charged with encouraging theſe enormities: and, I fear, it cannot be denied, that the ſlaving captains have frequently been guilty of the ſame atrocities, for which the Negroes have ſome-

* Some pepper of the produce of Africa was found ſo good, that the Eaſt-India company were alarmed, and objected to the importation of it.

† The reader, who wiſhes to have a more copious account of the productions of Africa (which are in fact the ſame with thoſe of the Eaſt and Weſt Indies) than my limits will admit of, may conſult the *Report, part* i, *under the head of produce*; —*Mr. Afzelius's account of the natural productions of Sierra Leona*, in *Wadſtrom's Eſſay on colonization*, *p.* 272;—the ſeveral *Accounts of the proceedings of the aſſociation for diſcovering the interior parts of Africa*;—*Park's Travels*;—*Browne's Travels*, *&c.*

‡ Before the Europeans reſorted to Africa for ſlaves, the people of Guinea ſold their cotton to the merchants of Barbary; they were tolerably expert in the uſeful arts; commerce flouriſhed in ſome degree among them; and they lived in opulence and abundance. The king of Tombuto (or Tombuctoo) was even a patron of literature. Theſe facts are extracted from the *Account of Africa* written by John Leo Africanus in the beginning of the ſixteenth century.

‖ Domeſtic ſlavery among the Negroes is comparatively a mild ſtate of ſubordination.

times taken a ſevere, but juſt, revenge. In the year 1787 three Engliſh veſſels were cut off by the natives in the River Gambia, and almoſt all their crews put to death, in revenge for one of them ſailing away with ſome free Negroes. And, not long after, five captains of ſlave veſſels were ſeized in Camaroon's river by the natives, who were ſo moderate as only to keep them in confinement till the return of one of their veſſels, which they ſent to the Weſt-Indies to bring back thirty free Negroes, the ſons and daughters of the principal people of the place, ſtolen by another ſlaving captain; by which ſpirited conduct, and the proper exertion of Governor Parry of Barbados, the kidnapped Negroes were reſtored to their friends.

Such are the means, according to the accounts of the greateſt number of the gentlemen examined by the committee, whereby Negroes become ſlaves. But ſeveral ſlave-merchants and ſlaving captains declared, that the criminal trials in Africa are conducted in the moſt equitable manner, ſo that none are condemned to ſlavery without having deſerved puniſhment; and that there is no ſuch thing as breaking up villages for the ſake of making the people ſlaves, *except* in caſes of rebellion or reſiſtance againſt the king. It may, however, be preſumed, that the king himſelf is the only judge of the crimes of rebellion and reſiſtance, and that the arrival of a ſlave ſhip has a powerful influence upon his deciſion. Some of theſe gentlemen, indeed, acknowleged, that whole families are enſlaved on the pretence of one individual being guilty of the imaginary crime of witchcraft. And they argued, that it was not too much to ſuppoſe that the whole of the ſlaves carried off from Africa were condemned criminals, ſeeing that this comparatively ſmall country produces about two thouſand criminals annually*.

Sir George Yonge, a captain in the navy, and Mr. Poplett, an officer in the African corps, were of opinion that an European colony, prudently eſtabliſhed on the coaſt of Africa, would in time induce the natives to cultivate produce for ſale. And Mr. Guſtavus Vaſſa, late commiſſary for the African ſettlement, in a letter to Lord Hawkeſbury, ſays, that Africa, if the ſlave trade were aboliſhed, would become a market for Britiſh manufactures ſuperior to all Europe. 'Europe' he obſerves, 'contains one hundred and twenty millions of inhabitants. 'Query, how many millions doth Africa contain? Suppoſing the Afri-'cans, collectively and individually, to expend five pounds a head in 'raiment and furniture yearly when civilized, &c.—an immenſity be-

* If this mode of calculation (which is taken from Long's Hiſtory of Jamaica) were adopted in a compariſon of London with the reſt of Great Britain, the number of criminals would turn out a vaſt deal more than 2,000. The calculator might ſay, If London furniſhes 2,675 criminals in a year, [*ſee Colquhoun's Treatiſe on the police, Table at p.* 431, *ed.* 1799] how many will all the towns in Great Britain furniſh?—There is great reaſon to believe, that Africa is as much more free from crimes than Great Britain, as the reſt of Great Britain is more free than London, the general rendezvous of a great proportion of the beſt and the worſt people in the kingdom.

'yond the reach of imagination. This I conceive to be a theory 'founded upon facts; and therefor an infallible one. If the blacks 'were permitted to remain in their own country, they would double 'themſelves every fifteen years; in proportion to ſuch increaſe would 'be the demand for manufactures*.'

Captain Hills of the navy, Captain Heatly in the ſlave trade, and Mr. Dalzell, chief governor of the ſettlements under the direction of the African committee, were of opinion, that a colony could never introduce habits of induſtry among the natives, who are incurably indolent†, and have no idea of property in the ſoil. But Mr. Devaynes, formerly a governor of one of the African forts and at this time a director of the Eaſt-India company, gave it as his opinion, that 'They have capacity 'and natural parts enough to learn whatever might be taught them, 'and would become induſtrious, if properly encouraged. They have 'many virtues, and great courage and attachment to their maſters and 'benefactors. They are healthy and robuſt people. *It has been an ob-* *'ject of European policy to prevent the Africans from arriving at perfection* *'in theſe articles from a fear of interfering with eſtabliſhed branches of com-* *'merce elſewhere*‡.' 'At preſent the Africans have no knowlege of the 'methods of preparing cotton, tobacco, ſugar, indigo, and other dying 'plants, ſo as to make them fit for exportation. If the African com-'pany were to give directions to their ſervants there, and to give them 'a little encouragement, they might certainly induce them to under-'take the preparing ſome of theſe articles for exportation, particularly 'cotton and indigo.'

The ſlaves are brought down to the coaſt, ſome of them from a diſtance of ſeveral months' journey, by the traveling traders, who ſell them, either to the reſident traders, or directly to the ſlaving captains. The payments are made partly in gold, but chiefly in Britiſh and Eaſt-

* I apprehend, this gentleman is rather two ſanguine in his calculations. But admit that the Negroes in Africa may double their numbers only in thirty years (for which there is room enough, as it is ſuppoſed that not a fiftieth part of the country is at preſent cultivated) and that Great Britain may ſupply only one tenth part of the demand, at *one pound*, inſtead of *five pounds*, per head, receiving the returns in raw materials for manufactures, which can be brought ſeveral hundred miles from the interior country by the great rivers, the proſpect is prodigiouſly great, and preſents advantages far ſuperior to thoſe of a hundred colonies in iſlands: and ſuch a commerce would coſt nothing for protecting it, as no enemy can take poſſeſſion of a great continent.

† Are there no inſtances in this country of people indulging in indolence, who are not obliged to labour? It ought to be conſidered, that the Negroes have no incentive, and ſcarcely any need, to be induſtrious; as their dayly food, which conſtitutes almoſt their only want, can be obtained from ſo fertile a ſoil with ſcarcely any labour. They are active enough, when they are going upon the infamous errand of kidnapping their brethren for the white traders.

‡ 'A ſugar plantation was eſtabliſhed 9 Engliſh 'miles from the fort of Butra in the year 1707, 'but was diſcouraged by the ſlave trade.'—'The 'Dutch were once inclined to eſtabliſh ſugar plant-'ations on the coaſt of Guinea, and actually be-'gan to clear the land with 200 Negroes; but 'being ſoon aware that this undertaking would be 'hurtful to the ſlave trade, and to the trade in 'gold duſt, they abandoned it.' [*Raſt's Deſcription of the coaſt of Guinea, p.* 46.—*Nordenſkiold's Treatiſe on commerce and colonization, p.* 29—both quoted in *Wadſtrom's Eſſay on colonization, pp.* 325, 327.]

India goods, among which guns and other articles of wrought iron, copper, and braſs, gun-powder and balls, rum and other ſpirits, woollen, cotton, and linen, goods, conſtitute the principal articles.

When the ſlaves are received onboard the veſſels, the men are chained, two and two together, the right ancle of the one being faſtened to the left ancle of the other, but the women and children are not chained. The proportion of ſlaves taken onboard was at this time from two to three for every tun of the veſſels burthen; about two thirds of the cargo being males, and their ages not under ſixteen nor above thirty, if they could be ſo obtained. The tweendecks is fitted up for their reception with bulkheads (or partitions) dividing it into rooms, the firſt of which, in a ſhip, reaches from the head to the fore part of the main hatch, and is allotted to the men ſlaves: the ſecond bulkhead, abaft the main maſt and the pumps, incloſes a ſhort room for the boys: the third, which is placed abaft the mizen maſt, and is common to all ſhips, divides the women, who are before it, from the girls, who are in the cabin *. A platform, or ſhelf, of the breadth of about ſix feet is moreover ranged along each ſide at the mid height between the upper and the lower deck, on which a ſecond tire of ſlaves is laid. None of the ſlaves, who are ſtowed upon, or under, the platform, except ſmall children, can vary their poſition ſo far as to ſit up, unleſs the ſhip has a very extraordinary height between the decks †. The whole of the apartments allotted for the ſlaves are generally planed ſmooth, and painted. And it was aſſerted, that very great improvements had been made in point of accommodation in the ſlave veſſels within twenty years paſt. Every morning in good weather the ſlaves are brought upon deck, where they are waſhed and fed, and afterwards made to jump about for exerciſe ‡: and in the meantime the ſailors are employed in cleaning their rooms, and when the weather requires it, fumigating them with the ſmoke of tobacco or frankincenſe. In bad weather they muſt remain almoſt conſtantly in

* In frigate-built ſhips the women's room reaches quite to the ſtern; and the girls with ſome of the ſmaller boys are kept in the cabin, which is all above the main deck, there being thus four tires of ſlaves in the after part of the ſhip.

† The ſpace allowed upon the deck or platform for each full grown ſlave was 16 inches, for the boys 14 inches, and for the girls 12 inches. But they were often ſtowed much cloſer, ſo that they abſolutely lay upon one-another. The ſhip Brooks, as meaſured by Captain Parrey, who was ſent by government to Liverpool in order to inſpect the ſlave ſhips, meaſured 100 feet, by 25 feet 4 inches where broadeſt, on the lower deck; and the height of her tweendecks was 5 feet 8 inches. Her nominal tunnage 297, her ſuppoſed tunnage by meaſurement 320 tuns. By the above allowance of ſpace for the ſlaves, ſhe ſhould have carried 482: but ſhe actually took onboard 609, as Captain Parrey was told by the ſlave-merchants themſelves, and in the year 1786 ſhe actually *carried 620 ſlaves into* Kingſton, of whom 608 ſurvived till the ſale. The average height of the tweendecks in nine veſſels meaſured by Captain Parrey was 5 feet 2 inches. One of them was only 4 feet 2 inches; and even that one had a platform, which, allowing for its own thickneſs, could be only 2 feet from the decks above and below it. [*Deſcription of a ſlave ſhip*, at the end of *Wadſtrom's Eſſay on coloniz-ation.*—*Report on the ſlave trade*, *Part* iii, *ſheet* S, *p.* 4.—See alſo the *act of parliament*, 37 *Geo. III*, *c.* 118.]

‡ 'The ſong and dance are encouraged and 'promoted,' ſays one evidence. Another evidence ſays, that the women and children are driven about among one-another, and the men forced to jump in their chains by the operation of the cat-of-nine-tails. They are alſo compelled to ſing, one of their country drums beating all the while.

confinement below, with ſcarcely any freſh air, and conſequently the mortality at ſuch times is very great.

Mr. Dalzell, who had been a ſurgeon and captain in the ſlave trade, eſtimated the mortality, allowing two ſlaves for every tun of the veſſel's burthen, at from *three* to *ten* per cent *, according to the different parts of the coaſt, where they are taken in. But he mentioned two voyages made by himſelf, in one of which he loſt about a *fourth*, and in the other near a *third*, of his cargo of ſlaves: and he aſcribes the great mortality on theſe voyages to being long detained upon the coaſt, before he could complete his cargo; a circumſtance, which clearly points out a great advantage in employing ſmall veſſels, which may ſoon be filled, in ſuch a trade †. It is evident, that a tedious paſſage, whether occaſioned by calms (during which the air in the tweendecks muſt be ſuffocating) or by bad weather, muſt alſo prove very deſtructive to the ſlaves.

On their arrival in the Weſt-Indies the ſlaves are carefully made up for ſale by the ſurgeon of the ſhip, by rubbing their ſkins with oil, and cloſing their wounds and ſcars by mercurial ointments and repellent drugs, in conſequence of which their diſeaſes break out afterwards with redoubled virulence, whereby vaſt numbers of thoſe devoted victims periſh ſoon after their arrival in the iſlands. As ſoon as they are made fit for exhibition, they are ſorted into claſſes, containing—1) the healthy and prime ſlaves; 2) the weak and puny with thoſe under age and the ſuperannuated; and 3) the refuſe, conſiſting of the emaciated, and thoſe whom no art can dreſs up to appear paſſable; and of theſe the largeſt ſhips have generally the largeſt proportion. A Guinea factor, to whom the cargo is conſigned, then advertiſes the ſale, and diſpoſes of them to the beſt advantage, the payments being generally made in bills of exchange upon England. The refuſe Negroes are often ſold ſo

* According to a ſtatement given in to the board of trade by the African company, the numbers of Negroes, delivered between the years 1679 and 1688, were ſhort of the numbers ſhipped, from 14½ to 29 per cent. [*Report on the ſlave trade, part* iv, *N°.* 5.] The advanced price of ſlaves, and the advanced experience of the dealers, have produced better methods of managing the cargoes of human fleſh: for in ſix voyages made by Captain Penny, between the years 1775 and 1786, he ſtated his loſs to be 110 out of 2,576; and in five voyages made by Captain Norris (1769-1777) his loſs was only 78 out of 2,175. But there ſeems reaſon to believe, that theſe gentlemen and Captain Dalzell have, in their accounts of the mortality of their ſlaves, omitted the deaths in harbour after their arrival; for the loſs in that ſhort ſtage of the buſineſs appears to have amounted to *four and five eighths* per cent, neareſt, in Jamaica. The committee of the aſſembly of that iſland ſtated in their report, that out of 7,873 ſlaves, conſigned to Mr. Lindo, a Guinea factor, in the years 1786-1788, and reported at the cuſtom-houſe as arrived, 363 periſhed in the harbour of Kingſton before the ſales; and of the whole number of Negroes brought to Jamaica from the year 1655 to 1787 incluſive, being 676,276 who were reported at the cuſtom-houſe, 31,181 had died in the harbour. The extraordinary mortality in that concluding part of paſſage muſt, apparently, be imputed to the noxious quality of the drugs employed in making them up for ſale. [*Report on the ſlave trade, part* iii, *ſheet* R.]

† Mr. Dalzell gave in evidence, that he made one voyage in a veſſel of only 50 tuns, wherein, though he packed 106 ſlaves into her, he loſt *only three*. And Mr. Edwards obſerves, that a ſchooner (which could not be a large veſſel) carried a cargo of Negroes to Jamaica *without loſing one*. [*Hiſt. of the Weſt Indies, V.* ii, *p.* 123.]

low as a dollar a head; and moſt of them die in a very ſhort time. And even among the better claſſes the mortality is ſo great, that it is thought in Jamaica, that, if *fifteen* out of twenty new Negroes are alive at the end of three years the purchaſer is very lucky *.

The moſt of the Negroes are bought by the planters for the ſervice of their plantations. But conſiderable numbers of them, eſpecially of the inferior claſſes, are alſo bought by a new ſet of ſlave-merchants, who reſhip them, and diſpoſe of them in the foreign ſettlements in the Weſt-Indies.

In the ſugar iſlands, when a parcel of new Negroes arrive upon their purchaſer's plantation, they are generally diſtributed among the moſt truſty experienced ſlaves, eſpecially thoſe of their own nation, whom they aſſiſt in the work of their houſes and proviſion-grounds, and from whom they learn the Engliſh language, ſuch as it is ſpoken by the Negroes †, and the nature of the plantation work. The men are clothed with a ſhirt and trouſers of oſnaburg and a hat, and the women with a ſhift and petticoat of oſnaburg and a hat ‡. In Jamaica, when the new Negroes have acquired ſome knowlege of the nature of the country and of the labour required of them, they get, what may be called, their eſtabliſhment, that is to ſay, a ſmall houſe, and a bit of mountain ground, in which they plant proviſions for their own account: and from that their ſubſiſtence is derived, their owners furniſhing them only now and then a few ſalt herrings or cod. In the ſmaller iſlands, where there is not ſo much waſte land, the owners are obliged to find their ſlaves the greater part of their proviſions, which conſiſt chiefly of Indian corn, rice, beans, &c. moſtly imported from America, together with herrings, cod, or other ſalted proviſion.

The Negroes work from ſun-riſe to ſun-ſet, with intermiſſions for

* See *Beckford's Deſcriptive account of Jamaica*, V. ii, *p.* 343.—He deſcribes a *fourth* claſs of the new-imported Negroes, the refuſe of the refuſe, whom nobody will buy, who are ſeen lying about the ſtreets, without clothing, without food, and without compaſſion.—N. B. He wrote ſo late as 1790, when the ſlave trade was *comparatively* humanized.

† It is a jargon compoſed of Engliſh, ſtrangely corrupted, and mixed with ſome Portugueſe words, and others, which, I ſuppoſe, are African.

‡ Principal Negroes get ſome additional clothing of a better quality: and the law, at leaſt in Jamaica, enjoins the maſters to give woollen clothing, which is neceſſary to a Negro in the cool of the night. Perhaps this law has been better obſerved of late than formerly. It may here be obſerved, that the philanthropic efforts in favour of the Negroes on this ſide of the water have alſo had the good effect of ſetting the legiſlatures of the iſlands and eſpecially of Jamaica, Grenada, and Dominica, upon reviſing and amending their laws reſpecting Negroes, the reſult of which has generally been favourable to the cauſe of humanity. The aſſembly of Jamaica (29th November 1787) were aſſiduouſly employed in framing a conſolidated ſlave law, which was intended to change in many reſpects the former ſyſtem of regulations. 'A council of protection is eſtabliſhed in each pariſh, and a variety of humane proviſions introduced for rendering their condition as eaſy and happy as poſſible.—'*It is made felony without benefit of clergy in the firſt inſtance to murder a ſlave:*' a clauſe, which, to the great honour of the houſe, paſſed without a ſingle diſſenting voice.'——The unanimity ſeems to be noted as ſomething extraordinary, and more than could have been expected. True it is, that by the former law (enacted in the year 1751) the murder of a ſlave was puniſhable only by impriſonment not exceeding twelve months, and as much ſhorter as the judges pleaſed to make it.

breakfaſt on the field and dinner at their own houſes. In crop time, which laſts about five months, they alſo work half the night, being divided into two ſpells, or watches, who relieve each other at noon and midnight, as the operation of boiling the ſugar is never interrupted throughout the week.

The Negroes are tried for capital, or heinous, crimes by two juſtices of the peace aſſiſted by three freeholders *. And they are puniſhed by whipping for ſmaller crimes, neglect of their work, &c. of which the overſeer or manager, to whom the proprietor commits the charge of the plantation, is judge; and not only he, but alſo the inexperienced young men who are retained, under the miſapplied name of book-keepers, as his aſſiſtants, and even the black drivers †. When the overſeer happens to be a man of humanity (and on this occaſion it was aſſerted that overſeers were now much more humane and enlightened than they uſed to be formerly ‡) the puniſhments are perhaps not more frequent or ſevere than may be neceſſary to compell ſlaves to perform work, in the ſucceſs of which they have no intereſt. Negroes, who are bred to trades, eſpecially if they are good workmen, meet with better encouragement: and houſe ſlaves, particularly the handſome wenches, are frequently ſpoiled by exceſſive indulgence. The health of plantation ſlaves is taken care of by a ſurgeon, who is retained by the year at a fixed rate per head, with additional payment for extraordinary caſes, as innoculation, &c: and a houſe or hoſpital, called the hot-houſe, is allotted for the reception of the ſick Negroes upon every plantation.

The advocates for the ſlave trade inſiſted, that it was impoſſible to keep up the ſtock of Negroes without continual importation from Africa. It is, indeed, very evident, that, as long as the importation is continued, and two thirds of the ſlaves imported are men, the ſucceeding generation, in the moſt favourable circumſtances, cannot be more numerous than if there had been only half as many men; or, in other words, at leaſt half the men may be ſaid, with reſpect to population, to die without leaving any poſterity. If that inequality cannot be rectified by an extra importation of women (and the ſlave-merchants ſay, they are not to be had §) a ſtoppage of importation would of itſelf correct the evil in

* So it is in Jamaica: but the law, or cuſtom, varies in the different iſlands. In Antigua three juſtices, and ſix freeholders or houſeholders, are required to conſtitute a court for the trial of Negroes. In Grenada and St. Chriſtophers two juſtices are ſufficient.

† Theſe are a kind of officers, generally well experienced in the duty of the plantation, whom the overſeer appoints to ſee that the other ſlaves do not neglect their work.

‡ Mr. Long alſo obſerves [*Hiſtory of Jamaica*, *V.* ii, *p.* 435] that the overſeers are now (1774) in general men of much better abilities than formerly. Mr. Beckford ſays nearly the ſame in his *Deſcriptive account of Jamaica*, *V.* i, *p.* 384. And the ſame obſervation was made by the committee of the aſſembly of Jamaica in the year 1792. [*Edwards's Hiſt. of the Weſt-Indies*, *V.* ii, *p.* 502.]

§ If there is a ſcarcity of women in the ſlave-markets on the weſt coaſt of Africa, it appears to be quite the reverſe on the eaſt ſide of it. When Mr. Ledyard was at Cairo in Egypt in the year 1788, he ſaw 200 Negro ſlaves brought from Darfoor, a country in the heart of Africa (now better known

the courſe of one generation; after which, there can be no doubt, that the numbers of the Negroes would continue undiminiſhed; and, as better care would then of neceſſity be taken of them, they would undoubtedly increaſe in a climate congenial to that, from which their anceſtors were brought. Of this there are inſtances on ſome plantations *; and if they increaſe on ſome, there can apparently be no good reaſon, why they ſhould not increaſe on all, which would be a prodigious great advantage to the proprietors of Weſt-India eſtates. Another great advantage, reſulting from the abolition of importation, would be, that in the next generation there would be no *obea men* †: there would be an end of that credulity and ſuperſtition, to be found only among the Negroes imported from Africa, to which one ſingle planter in Jamaica aſcribed the loſs of about one hundred of his ſlaves in fifteen years, and which is ſuppoſed to have been the inſtigation to all the inſurrections of the Negroes in that iſland. The creole Negroes would be attached to the country, in which they were born, and alſo to their maſters, unleſs their conduct ſhould be ſuch as to provoke them to hatred and reſentment.

The increaſe of Negroes by the natural means, the complete abolition of national diſtinctions among them, together with the ſuperior docility and knowlege of ſlaves bred up from their infancy to the work they are deſtined to perform, would facilitate the gradual improvement of every inch of practicable waſte land in the iſlands. And then, in-

known by the travels of Mr. Browne) of whom very few were men, and they were moſtly *young* women; juſt ſuch a cargo as the Weſt-India planters ſhould wiſh for, if they muſt have new Negroes. [See *Proceedings of the African aſſociation*, 1791, *pp.* 50, 53.]

* Mr. Long obſerves, that a ſtoppage of importation, by obliging the owners to be more careful in preſerving the lives and healths of their preſent ſtock of ſlaves, would render recruits leſs neceſſary. And he ſays, he has known the Negroes on plantations, where they are moderately worked, not only keep up their numbers without importation, but alſo increaſe; and that on moſt of the old-ſettled eſtates the number of births and deaths is pretty equal, but that Africans die faſter than creole (Weſt-India-born) Negroes. But the numbers may well be expected to fall off rapidly upon plantations, where there are *five* men to *one* woman (and Mr. Long aſſerts, that there are ſuch) or where the overſeer forces the ſlaves to labour beyond their powers 'in order to eſtabliſh his 'own character as a *great planter*,' at the expenſe of the lives of the Negroes, and the property of his deluded employer.—In the year 1774 the aſſembly of Jamaica made laws to check the importation of Negroes. But the remonſtrances of the ſlave-merchants of this country prevailed, and their intention was thwarted by ſuperior authority. [*Long's Hiſt. of Jamaica, V.* i, *pp.* 401, 460,; *V.* ii, *pp.* 406, 432, 436, 437—*See alſo above, V.* iii, *p.* 574.] The increaſe in numbers, and the other advantages, conſequent upon the good treatment of the Negroes on two plantations in Barbados, are pointed out by Mr. Senhouſe in a letter to Mr. Sharp, which is printed in the *Report, part* iii, *ſheet* E e, *p.* 3.—It is alſo worthy of obſervation, that in the iſland of St. Helena the tenth part of the Negroes died annually, till the Eaſt-India company eſtabliſhed regulations for the treatment of them, and *prohibited the importation of new Negroes.* Since that time the numbers *have increaſed*; and the free Negroes, formerly miſrepreſented as idle and burthenſome to the community, are all employed. [*Staunton's Embaſſy to China V.* iii, *p.* 456, *ſecond edition.*]

† *Obea* or *obi* is a pretended ſupernatural knowlege (but in fact rather an acquired ſkill in the nature and effects of plants) which makes ſuch a powerful impreſſion on the imaginations of the Negroes, eſpecially the Africans, that vaſt numbers of them have languiſhed and died, when they believed themſelves bewitched by the profeſſors of obi. Mr. Braithwaite, agent for Barbados, gave in evidence, that the Negroes in that iſland, *being moſtly natives*, are more civilized and better informed now than when there was a greater proportion of Africans, and conſequently are not ſo eaſily deluded by the profeſſors of obi. And Mr. Hutchinſon gave nearly the ſame account of thoſe in Antigua.

ſtead of rapid ſettlements, precipitately puſhed forward by the force of Britiſh capitals, frequently to the ruin of the adventurers and of thoſe concerned with them, we might reaſonably expect to ſee a ſlow, but ſure, progreſs in increaſing the number and the extent of plantations, which will inſure more real and permanent proſperity to the proprietors, and to the Weſt-Indies and the Britiſh empire in general *.

Having now attended the Negroes from their ſeizure, or condemnation, and their embarkation as ſlaves in their own country, to their final ſettlement in the Weſt-Indies, and indulged in the proſpect of the happy effects which may be expected to reſult from an abolition of the importation of ſlaves, it is proper to take a view of the effects of the ſlave trade upon the ſeamen, who are employed in tranſporting thoſe miſerable creatures acroſs the Atlantic ocean, and of the extent of the trade.

The whole of the habitable part of the veſſel being, as deſcribed above, aſſigned to the ſlaves, the ſeamen had no place to lodge in during the paſſage from Africa to the Weſt-Indies, commonly called *the middle paſſage*, and were obliged to ſleep upon the booms, under the booms, in the boats, in the tops, or wherever they could find any ſpare room above deck, where, if they had not an awning, they were expoſed to the ſcorching heat of the ſun, and frequently to torrents of rain. There were many complaints of bad and ſcanty proviſions and water †, and of

* The ſlave-merchants have ſomehow found means to perſuade moſt of the planters to make a common intereſt with them in oppoſing the abolition of the ſlave trade, wherein they act contrary to the ſenſe of the aſſembly of Jamaica in the year 1774, and the opinion and proofs adduced by Mr. Long in his Hiſtory of Jamaica, quoted in the laſt note but one. That importation is not neceſſary for keeping up the ſtock, is proved by the example of North America, a country leſs congenial to the conſtitution of the Negroes than the Weſt-Indies, where, notwithſtanding the deſtruction and deſertion of the ſlaves occaſioned by the war, the number of Negroes, though perhaps not of ſlaves, has greatly increaſed—becauſe ſince the war they have imported very few, and of late years none at all, except in the ſouthern ſtates. The ſmall community of the Bermudians affords an example ſtill nearer to themſelves in every reſpect: and there the ſtock of Negroes, though the men, being moſtly ſailors, are continually expoſed to the danger of the ſeas, and moreover to ſlaughter and captivity in time of war, has at leaſt been kept up, though there does not appear to have been any importation from Africa, but one conſiſting of only 90 Negroes, from the year 1744 till 1788, and probably none ſince that. Above all let them attend to the dreadful example of the conſequence of having too many Negroes in the deſtruction of the noble colony of St. Domingo, where they had increaſed about 180,000 ſince the year 1775; upon which I ſhall quote the words of Mr. Edwards, a Jamaica planter, who was formerly rather an advocate for the ſlave trade, in the concluſion of his *Hiſtory of St. Domingo*.—'To the reſident planters I addreſs myſelf with ſtill greater ſolicitude; and, if it were in my power, would exhort them, with more than mortal voice, to riſe above the foggy atmoſphere of local prejudices, and by a generous ſurrender of temporary advantages, do that which the parliament of Great Britain, in the pride and plentitude of imperial dominion, cannot effect, and ought not to attempt. I call on them, with the ſincerity and affection of a brother, of themſelves to reſtrain, limit, and finally aboliſh, the further introduction of enſlaved men from Africa; not indeed by meaſures of ſudden violence and inſtice, diſregarding the many weighty and complicated intereſts, which are involved in the iſſue; but by means which, though, ſlow and gradual in their operation, will be ſure and certain in their effect. The colonial legiſlatures, by their ſituation and local knowlege, are alone competent to this great and glorious taſk: and this example of St. Domingo, and the dictates of ſelf-preſervation, like the hand-writing againſt the wall, warn them no longer to delay it.'

† Mr. Dalzell obſerved to the committee, that 'Mr. Gullan, a ſurgeon, and afterwards a captain 'from the port of Briſtol, preſerved 300 ſlaves for 'the fortnight, that immediately preceded their 'arrival at Barbados, by diſtilled ſea water.—Mark the

cruel treatment in the middle paſſage, for the purpoſe, as was alleged, of provoking the ſeamen to deſert from their veſſels in the Weſt-Indies, that their wages might be forfeited to the owners. They were, moreover, curtailed of part of their wages by a cuſtom of paying them money on account in the Weſt-Indies, where they gave them the colonial currency inſtead of ſterling money. And it was alleged that the captains took many ſiniſter courſes to get rid of their men in the Weſt-Indies, eſpecially thoſe who were ſickly. The loſs of ſeamen by this trade may be judged of from the following

Summary of the muſter-rolls of 88 *ſlave veſſels, that returned to Liverpool in the year* 1786, *and to September in* 1787.

Slave veſſels.	Men ſhipped.	Men died, or were loſt.	Deſerted, or diſcharged.	Brought home in the veſſels.
88	3,170	642	1,100	1,428

If we ſuppoſe the loſs confined to the men reported as dead or loſt, it amounts to about $7\frac{1}{3}$ on each veſſel on the average, or about $20\frac{1}{4}$ per cent; above one fifth of the ſeamen, who ſail in that trade loſt to the nation almoſt annually. But the loſs is in reality much greater, as will preſently appear from

A comparative view of the loſs of ſeamen in ſeveral trades.

Veſſels.	Men ſhipped.	Men died, or were loſt.	Deſerted or diſcharged.	Brought home in the veſſels.
24 in the ſlave trade - -	910	216	239	455
24 Weſt-Indies - -		6		
24 Peterſburg - -		2		
24 Newfoundland -		2		
24 Greenland * -		5		
24 Eaſt-Indies - -	3,327	201		
10 in the wood trade to Africa	164	20		
7 frigates on the coaſt of Africa	1,300	10		

For a fair compariſon of the mortality in the above ſix lots of 24 veſſels, they muſt be equalized as to number of men and duration of

'the conduct of another captain under the like circumſtances—From the dread of wanting water he threw part of his negroes overboard—This ſtory is a ſtain in the annals of a nation that has produced a LIND and a COOK.'

Mr. Dalzell, who, like Mr. Gullan, was formerly a ſurgeon, and afterwards a captain, of a ſlave veſſel, and is at preſent governor in chief of the forts on the coaſt of Africa under the direction of the African committee, ſtrongly recommended, that every veſſel ſhould carry a ſtill-head, adapted to her boiler, with a worm, for the diſtillation of ſea water, as is now practiſed onboard the Indiamen and many other ſhips; and alſo a book containing in a conciſe manner the obſervations of Doctor Lind, Captain Cook, and other ingenious men, on the diſtillation of ſea water, and the beſt methods of preſerving the health of ſeamen. He alſo adviſed, that the proviſions of ſeamen ſhould be regulated by law, and that they ſhould be entitled to ſhort-allowance money in the merchants' ſervice, as well as in the navy. This later part of his advice has ſince been adopted in the laws for regulating the ſlave trade.

* The firſt five lots are of veſſels fitted out from Briſtol.

voyage, the ſlave veſſels being taken as the ſtandard, whoſe loſs was 216.

The loss of the West-India ships would be		21	
Petersburg ships		10	
Newfoundland		10	87
Greenland		9	
East-India	not quite	37	

Taking the loſs on the ſlave ſhips no higher than the number reported dead or loſt on their muſter-rolls, it follows undeniably, that almoſt three times as many ſeamen are loſt in them as in all the other examples, which comprehend the moſt fatiguing voyages that Britiſh ſeamen are employed in. But of the much larger number of diſcharged or deſerted men, it is a melancholy truth, that a great proportion die in miſery in the Weſt-Indies, or are otherways loſt to their country *; and that, even of thoſe, who return home, many are rendered uſeleſs to the community by blindneſs, ulcerated legs, and other diſeaſes, to which, according to the evidence of the ſurgeons, they are peculiarly expoſed by working in the water, when wooding and watering in the rivers on the coaſt of Africa, in thoſe baneful voyages: and frequently a whole ſhip's company is cut off by the Negroes, whereof no official return is made. So that the ſlave trade, which the advocates for it, on the pretence that the veſſels muſt ſail very ſtrong-handed, call *a great nurſery for ſeamen*, appears to be the very fartheſt of all trades from being able to keep up its own numbers, and has therefor with more juſtice been called *the grave of the Britiſh marine*.

The delegates from Liverpool gave in to the committee an eſtimate of the numbers of Negroes annually exported from the weſt coaſt of Africa, as follows.

By the British slave ships	38,000
French	20,000
Portuguese	10,000
Dutch	4,000
Danish	2,000
	† 74,000

As a curious article in the hiſtory of man, as well as in the hiſtory of commerce, I have thought it proper to inſert the following

* Among many other proofs of the loſs of ſeamen, which might be adduced, perhaps the moſt undeniable is the letter from Governor Parry of Barbados to Lord Sydney, inſerted in the *Report on the ſlave trade, part* iii, *ſheet* E e, *p.* 4.

† *Report, part* iv, *N°.* 14.—Raynal makes the annual exportation 80,000. [*Hiſt. phil. et pol. V.* vi, *p.* 87.] It is evident, that it muſt vary in different years, and that ſuch eſtimates muſt in a great meaſure reſt upon conjecture.

Chronological account of the average prices of Negro slaves on the coast of Africa and in the West-Indies *.

Years.	IN AFRICA. Average cost in sterling money.	IN THE WEST-INDIES. Average price in sterl^{g}. money.	Where sold.
1676 to 1679	£ 3	£15	Barbados
		16	Leeward islands.
		17	Jamaica.
1669 to 1688	3	13 to 16	Islands in general.
1698 to 1707	8 to 12	10 to 41	Ditto.
1752	15, factory slaves.		
	12, trade slaves.		
1753	12		
1755	12	35 14 3	Jamaica.
1757	10 for young men.		
1758, 1759	7 to 14		
1763 to 1788	8 to 22	28 to 35	Islands in general.

Account of vessels which cleared out from Great Britain for Africa since the year 1700, with the value of their cargoes in sterling money †.

Years.	Vessels.	Tuns.	Brit. merchandize.	India goods.	Foreign merchandize.	TOTALS.
1701 to 1708	104	.....	83,280 14 6	.....	50,673 7 5	133,954 1 11
	.....	.....	40,507 18 7	.....	15,485 18 0	55,993 16 7
1712 to 1720	.....	.....	24,791 6 6	.....	12,716 11 8	37,507 18 2
	65	5,764	60,928 5 7	.....	69,422 9 4	130,350 14 11
1721 to 1725	54	5,140	48,908 3 1	.....	77,148 0 4	126,056 3 5
	.....	.....	121,273 3 10	.....	162,751 12 0	284,024 15 10
1738 to 1740	.....	.....	120,884 5 9	.....	156,363 19 5	277,248 5 2
	.....	.....	40,563 19 2	.....	69,979 15 10	110,543 15 0
1745 to 1748	.....	.....	26,665 4 9	.....	44,734 6 3	71,399 11 0
	.....	.....	107,136 13 4	.....	126,534 10 3	233,671 3 7
1757 to 1760	74	7,856	111,725 19 4	.....	42,772 3 4	154,498 2 8
	138	15,647	243,542 18 9	.....	102,005 1 4	345,548 0 1
1761	138	15,689	246,720 1 5	.....	78,587 0 6	325,307 1 11
1762	123	14,469	209,677 9 4	.....	63,450 9 3	273,127 18 7
1763	163	18,939	346,242 8 3	.....	117,576 1 1	463,818 9 4
1764	163	17,802	324,820 18 3	.....	140,057 15 11	464,878 14 2
1765	163	18,754	333,647 9 6	.....	135,387 4 10	469,034 14 4
1766	134	15,665	364,180 6 9	.....	132,609 5 3	496,789 12 0
1767	158	16,799	398,066 3 1	.....	159,996 2 7	558,062 5 8
1768	134	13,471	416,297 9 11	.....	196,094 19 9	612,392 9 8
1769	146	14,743	387,177 15 2	.....	218,002 10 9	605,180 5 11
1770	156	16,211	347,252 14 8	.....	223,750 12 1	571,003 6 9
1771	192	20,296	449,487 8 0	£168,340 11 9	94,710 7 7	712,538 7 4
1772	175	19,021	564,013 14 0	187,727 15 10	114,653 1 5	866,394 11 3
1773	151	15,696	419,926 9 8	140,403 8 1	127,780 13 2	688,110 10 11
1774	167	17,218	528,333 5 0	183,095 17 8	135,096 9 9	846,525 12 5
1775	152	16,787	474,053 19 3	188,731 3 7	123,382 19 10	786,168 2 8
1776	101	12,083	300,623 16 4	96,329 13 1	73,825 11 8	470,779 1 1
1777	58	7,196	139,975 19 0	56,647 14 3	42,594 9 9	239,218 3 0
1778	41	5,316	95,690 19 8	34,154 8 8	24,240 13 6	154,086 1 10
1779	28	3,475	99,183 13 11	46,012 12 3	14,021 13 5	159,217 19 7
1780	53	7,355	121,288 1 5	56,627 17 0	17,991 15 7	195,907 14 0
1781	77	9,730	208,055 16 9	73,591 9 8	31,175 1 5	312,822 7 10
1782	69	9,311	253,250 11 8	71,254 18 0	27,229 8 9	351,734 18 5
1783	130	20,077	573,245 15 2	153,619 0 3	60,698 12 7	787,563 8 0
1784	99	14,383	360,012 12 5	122,624 7 2	41,348 16 7	523,985 16 2
1785	116	16,064	412,656 15 0	116,433 7 6	58,106 7 8	587,196 10 2
1786	146	21,483	583,052 12 7	176,076 8 5	129,609 1 10	888,738 2 10
1787	‡137	22,263	401,593 15 8	186,258 16 9	80,403 1 11	668,255 14 4

* *Report, part* iv, *n°.* 25.

† *Report, part* iv, *n°.* 1. The account is very imperfect with respect to the number of vessels before the year 1761. I have selected the highest and the lowest value of the cargoes exported in each period of ten years preceding the year 1761.

‡ Of these 137 vessels there were 80 belonging to Liverpool, and 30 to Bristol.

Before the year 1771 the India goods were included in the foreign merchandize.

'It appears from the account furniſhed by the proper officers, that 'there is no trade carried on from North Britain or Ireland* to Africa'.

The ſlave veſſels are very ſeldom employed in bringing home the produce of the Weſt-Indies to Great Britain.

The principal articles of the exports to Africa in the year 1787, which may ſerve as a ſufficient ſpecimen for all the others, were the following.

Wrought brass, value	£17,986	10	0
Wrought copper	12,269	10	0
Iron ware, including guns †, cutlasses, &c.	43,515	0	0
Bar iron (foreign)	10,947	3	2
Cotton goods, plain, checked, and printed ‡	51,636	6	9
Linens, British and Irish, plain, checked, and sail-cloth	18,200	12	2
Linens, foreign, including part of the Irish	13,043	19	11
Gun-powder	37,923	10	10
Lead shot	1,408	5	6
British spirits, 290,542 gallons	20,417	2	6
Rum 64,584 gallons	19,406	8	0
Woollen goods of various kinds	138,330	11	1
Bugles	12,916	11	6
Bengal goods	186,865	5	6

Some veſſels return home direct from Africa without having any concern in the ſlave trade. Of theſe the greateſt number in any one year ſince 1760 was 71 veſſels meaſuring 8,037 tuns in the year 1775, and the ſmalleſt number was 8 meaſuring 1,180 tuns in 1782. The greateſt and leaſt values of the homeward cargoes in the ſame period were £119,152 in 1784, and £12,201 in 1761. In 1787 there were

46 veſſels, 6,630 tuns, with cargoes amounting to £117,817 16 10, of which the chief articles were

Gum Arabic, value	£6,388	0	2	Elephants teeth, or ivory	£15,335	17	9
Gum Senegal	5,184	12	9	Oſtrich feathers	401	14	0
Cam-wood	1,988	9	8	Bees' wax	3,819	19	5
Ebony	1,462	0	5	Cotton (apparently with the seeds in it) 40 pounds	1	3	4
Red-wood	62,480	1	9				

The laſt article, now ſo inſignificant, might probably with due en-

* A reſolution of the chamber of commerce of Dublin, declaring their abhorrence of the ſlave trade, and expreſſing their ſatisfaction at finding, that the traffic in the human ſpecies had never been carried on from Ireland, was tranſmitted to Granville Sharpe Eſquire, chairman of the ſociety in London for the abolition of the ſlave trade.

A ſimilar reſolution was alſo tranſmitted to the ſame ſociety by the gild of merchants in Dublin. [*Report, part* i, *ſheet* X, *p.* 3.]

† It was ſaid, that the manufacture of Birmingham guns for the African market gives employment to between four and five thouſand perſons.

‡ The Manchester manufacturers repreſented to the committee, that the goods ſupplied from Manchester and its neighbourhood for the African trade amounted annually to about £200,000, and gave employment to about 18,000 men, women, and children.—If ſo, the labour of each individual produced goods only to the amount of about £11 on the average.

couragement become a great object. The trade is upon the whole but trifling; becauſe, being conſidered as of inferior conſequence to the ſlave trade, the Britiſh traders reſident upon the coaſt pay no great attention to it, and the ſlaving captains generally carry off what articles they do collect. Hence the veſſels in the wood and ivory trade are obliged to collect the articles as they can from the Negroes, generally by truſting them with goods, which they barter in the interior country for ivory and other things wanted, which occaſions a prodigious loſs of time. Moſt of the articles hitherto imported are of ſuch a nature, that a much larger importation of them could not find a market. *.

An Account of the number of Negroes imported into, and exported from, each of the following Britiſh Weſt-India iſlands, and of the ſhipping employed in the importation from the beginning of 1783 *to the end of* 1787 †.

		Imported.				Exported.		
	Years	Veſls.	Tuns.	Men.	Negroes.	to foreign West-Inds.	to Un. states of America.	Totals.
Jamaica	1783	21	3,070	778	9,644	64		64
	1784	39	6,466	1,438	15,468	4,465		4,465
	1785	30	5,330	854	11,046	4,194	395	4,589
	1786	16	2,170	429	5,645	3,334	309	3,643
	1787	16	2,696	493	5,682	1,751	29	1,780
Tortola	1783	13	1,755	359	4,983	404		404
	1787	2	273	55	143			
St. Chriſtophers	1784	5	410	48	785	99	148	247
	1785				78		68	68
	1786	3	300	59	675	128		128
	1787	5	645	109	1,095	185		185
Nevis	1784	10	1,425	204	2,126			
	1787				45			
Antigua	1783	4	630	111	1,581	141	200	341
	1784	8	995	163	1,750	68	39	107
	1785	1	150	29	300	58	5	63
	1786	3	200	47	462	116	10	126
	1787	5	388	80	562	77	25	102
Dominica	1784	18	2,205	466	5,200	13		13
	1785	25	2,895	559	6,254	117		117
	1786	29	3,445	751	8,407	189		189
	1787	25	3,640	548	5,709	1,888	130	2,018
St. Vincents	1784	4	630	80	1,340	400		400
	1785	6	580	107	1,240	91		91
	1786	4	690	133	1,360	50		50
	1787	12	1,767	252	3,361	660		660
Grenada‡	1784	9	1,170	184	1,881	15	16	31
	1785	9	1,630	213	2,531	90		90
	1786	7	782	137	2,005			
	1787	13	1,943	312	3,713	536		536
Barbados	1785	2	145	23	149			
	1786	5	483	74	606	163	18	181
	1787	7	831	102	713	85		85

* *Report, part* i, *ſheet* R; *part* iv, *no.* 2.—There are ſome articles in the account of greater amount than thoſe I have ſpecified, ſuch as bitter and ſweet almonds, oil, &c. But, I apprehend, they are productions of the Mooriſh ſtates (all Africa being lumped together as one province in the cuſtom-houſe books) and it is only the country of the Negroes we are at preſent concerned with.

† *Report, part* iv, *no.* 4.

‡ An account of Negroes imported in Grenada in theſe years, contained in *no.* 15, differs conſiderably from the numbers given in the account *no.* 4. And ſimilar diſagreements occur in the other iſlands.

An Account of the number of white people, free people of colour, and Negro ſlaves, in each government in the Britiſh Weſt-Indies, according to the lateſt returns; and alſo of the patented lands in each, and the eſtimated value of the whole *.

	Date of latest return.	White people.	Free people of colour.	Negro ſlaves.	Acres of patented land.	Value of land and erections, of ſlaves and perſonal property.
Jamaica †	1787	23,000	4,093	256,000	1,860,000	22,953,333
Virgin islands	1774	1,200		9,000	25,000	605,000
S[t]. Chriſtophers	1788	1,912	908	20,435	43,726	1,308,497
Nevis	1788	1,514		8,420	30,000	599,057
Antigua	1774	2,590		37,808	69,277	2,362,812
Montſerrat	1774	1,300		10,000	38,400	725,333
Dominica	1788	1,236	445	14,967	100,000	1,298,240
S[t]. Vincents	1787	1,450		11,853	25,000	757,160
Grenada	1783 and 1787	996	1,115	23,926	89,000	1,721,053
Barbados ‡	1783 and 1786	16,167	838	62,115	106,470	3,845,150
Bahamas §	1773	2,052		2,241	20,000	219,520
Bermuda	1773	5,462		4,919	12,000	15,140
		58,879	‖	461,684	2,418,873	36,810,305

In this eſtimate the patented lands with the erections upon them are valued at £5 ſterling per acre, the ſlaves at £40, and the perſonal property as equal to one third of the value of the ſlaves, in all the ſugar iſlands and the Bahamas. But in Bermuda the lands with the erections are valued at £10, and the ſlaves at £45.

It was thought proper, becauſe it exhibits the ſubject in another light, to eſtimate the property in the Britiſh Weſt-Indies in the following manner.

The mercantile value of the produce exported from the islands in the year 1787 was £5,389,054 17 7

which, at twelve years' purchase amounts to £64,668,658 11 0

The Weſt-India planters and merchants eſtimated the value of the property in the Britiſh ſugar colonies, as follows.

45,000 Negroes at £50 sterling per head £22,500,000

Land, buildings, utenſils, cattle, mules, &c. double the value of the Negroes 45,000,000

Houſes, &c. in the towns (thoſe in Kingſton and Spaniſhtown in Jamaica being worth £1,428,521 sterling) with the trading and coaſting veſſels, and their crews 2,500,000

Total £70,000,000

* *Report, part* iv, *n*[o]. 15, 17, 18. By the direction of the committee for trade, the eſtimates were prepared by Mr. Chalmers from the beſt information that could be obtained.

† The number of Negroes in Jamaica is taken from the tax rolls, in which the returns from many properties are ſuppoſed to be much under the truth. And, as it is alſo cuſtomary to exempt from taxation all proprietors of fewer than ſix ſlaves, (the numbers of whom, eſpecially in the towns, muſt be very great) the whole number of ſlaves in the iſland muſt be ſeveral thouſands more than are here ſtated. Mr. Edwards ſays that the Negroes in Kingſton are in fact 16,659, and only 6,162 by the tax rolls. [*Hiſtory of the Weſt-Indies, V.* i, *p.* 224.]

‡ An account, tranſmitted in 1788, makes the number of ſlaves in Barbados 64,405. But I have retained the number in the table, from which the value is calculated.

§ By the return from the earl of Dunmore, governor of the Bahamas, [*Report, part* iii, *ſheet* 4 C] it is evident, that no approach to probability could be made in eſtimating the quantity of patented land, or the number of any deſcription of the people.

‖ The free people of colour are neglected in the returns from ſeveral of the iſlands.—And the iſland of Barbuda is entirely omitted, as is alſo the ſettlement upon the Bay of Honduras.

The following ſtatement of the population of the French ſugar colonies in the Weſt-Indies is given by Mr. Necker in his work on the adminiſtration of the finances *.

	White people.	Free people of colour.	Slaves.	Totals.
S^t. Domingo by enumeration in . . 1779	32,650	7,055	249,098	288,803
Martinique . . by ditto 1776	11,619	2,892	71,268	85,779
Guadaloupe . by ditto 1779	13,261	1,382	85,327	99,970
S^t. Lucie . . . . by ditto 1776	2,397	1,050	10,752	14,199
Tobago (estimated equal to S^t. Lucie)	2,397	1,050	10,752	14,199
Cayenne 1780	1,358		10,539	11,897
Totals	63,682	13,429	437,736	514,847

The following *View of the trade of the Britiſh Weſt-Indies with all the world in the year* 1787 is extracted from the very voluminous tables compiled by the committee of the privy council for trade, in order to illuſtrate the importance of that part of the Britiſh empire.

The Weſt-Indies in general imported from

	British and Irish goods.	*India goods.*	*Foreign goods.*	*Total.*
Great Britain	£1,441,048	£23,570	£174,085	£1,638,703
	British goods.	*Irish goods.*	*Foreign goods.*	
Ireland	£ 111	£19,914	£ 135	20,160

Newfoundland . . 890 barrels of wet fiſh, and 64,123 quintals of dry fiſh.
Foreign W. Indies 1,943,000 lbs. cotton, 64,750 lbs. cacao, ſundry woods, cattle, hides, &c. and dollars.
Africa . . . . . 20,978 Negro ſlaves.
South of Europe
United ſtates of America } No report of imports from them.
British colonies in America

* Accounts of the quantity and value of the produce of the French Weſt-Indies, imported into France in the years 1775 and 1785 have already been given, *V.* iii, *p.* 584 ; *V.* iv, *p.* 97.

Account of the export trade of the Britiſh Weſt-Indies to all parts of the world, and of the ſhipping employed in it, in the year 1787.

	Shipping,			Sugar, cwt.	Rum, gal.	Melaſſes, gal.	Cotton, lb.	Indigo, lb.	Coffee, cwt.	Cacao, cwt.	Pimento, lb.	Ginger, cwt.	Dye woods, tuns.	Hard woods, mahogany, &c. tuns.	Hides, n°.	Total value of exports, including articles not particularized.
	Veſſels.	Tuns.	Men.													
JAMAICA to																
Great Britain	242	63,471	7,748	324,706	1,890,540	2,316	1,899,967	27,223	3,707	83	606,994	3,554	9,005	5,831	4,060	£2,022,814
Ireland	10	1,231	91	6,829	106,700		5,500	400	10		2,800	918		95	60	25,778
United states of America	133	13,041	893	6,167	372,325	1,800			2,566		6,450	339			291	60,096
British colonies in America	66	6,133	449	2,822	207,660	2,300	1,000		111		200	4		6		26,538
Foreign West-Indies	22	1,903	155	24	2,200				2			2				356
Africa	1	100	8		8,600											860
	474	85,888	9,344	840,548	2,588,025	6,416	1,906,467	27,623	6,396	83	616,444	4,817	9,005	5,932	4,411	2,136,442
TORTOLA to																
Great Britain	25	5,137	344	78,749	517	2,011	287,577		1				521	546		164,129
United states of America	3	372	21	91	13,900		1,500									1,499
British colonies in America	4	226	20	363	7,000											1,231
Foreign West-Indies	8	581	51											30		101
	40	6,316	436	79,203	21,417	2,011	289,077		1				521	576		166,960
ANGUILLA to																
Great Britain	2	310	18	2,130	106		109,407	301					12	13		12,993
S^t. CHRISTOPHERS to																
Great Britain	53	11,992	764	231,398	78,299	8,154	484,640	318	86				354	388	6	480,179
Ireland	3	350	30	3,099	8,500											6,035
United states of America	21	2,457	140	386	167,740											15,513
British Colonies in America	19	1,201	110	646	65,000											6,788
Foreign West-Indies	104	7,155	546		15,070									55		1,499
	200	23,155	1,590	235,529	334,609	8,154	484,640	318	86				354	443	6	510,014
MONTSERRAT and NEVIS to																
Great Britain	23	5,371	341	108,325	4,406	1,313	91,972	140					48	15		185,700
United states of America	20	1,850	138	1,895	122,710											13,982
British colonies in America	7	379	40	64	21,300		500									2,054
Foreign West-Indies	71	3,085	377		140,660											12,397
Africa (from Nevis)	1	102	8													
	122	10,787	904	110,284	289,076	1,313	92,472	140					48	15		214,142
ANTIGUA to																
Great Britain	65	13,806	901	254,575	128,936	3,510	131,010	26					166	97		484,484
Ireland	16	1,909	159	22,295	97,400		29,500						40	200		50,769
South of Europe	1	100	14													
United states of America	71	8,281	552	6,779	375,150	1,700			91							44,680
British colonies in America	34	2,127	177	844	109,320	700										11,032
Foreign West-Indies	47	2,540	259	33	5,740				248							1,632
	234	28,763	2,062	284,526	716,546	5,910	160,510	26	330				206	303		592,597
DOMINICA to																
Great Britain	56	8,682	966	58,665	1,492	9,423	961,066	11,250	17,38[illegible]	1,127		161	602	35	117	271,473
Ireland	9	1,046	85	11,163	3,600		9,750			8						19,900
United states of America	16	2,003	147	1,066	31,600				543	45						7,164
British colonies in America	14	1,096	96	408	25,400	7,380			219	15						4,295
Foreign West Indies	67	5,299	520		1,300											155

Account of the export trade of the British West-Indies in the year 1787 continued.

	Shipping,			Sugar, cwt.	Rum, galls.	Melasses, galls.	Cotton, lb.	Indigo, lb.	Coffee, cwt.	Cacao, cwt.	Pimento, lb.	Ginger, cwt.	Dye-woods, tuns.	Hard wood, mahogany, &c. tuns.	Hides, n°.	Total value of exports, including articles not particularized.
	Vessels.	Tuns.	Men.													
St. Vincents to																£175,571
Great Britain	30	6,086	463	64,449	15,766	9,656	760,380		632	100			7	1		5,712
United states of America	21	2,587	174	579	51,300		1,500		2	43						9,019
British colonies in America	14	919	74	872	83,180		250		28	50						1,860
Foreign West-Indies	71	3,963	332		21,200											192,162
	136	13,555	1,043	65,900	171,446	9,656	762,130		662	193			7	1		
Grenada to																555,223
Great Britain	65	13,276	969	172,880	102,590		2,030,177	156	8,550	2,645		6	340	159	693	13,580
Ireland	7	771	59	1,248	86,100		32,250	1,250		20		1		77		24,597
United states of America	47	6,373	410	290	272,080				44	36						21,469
British colonies in America	30	2,610	194	1,130	209,620	4,300			218	16						39
Foreign West-Indies	39	2,734	192													614,008
	188	25,764	1,824	175,548	670,390	4,300	2,062,427	1,406	8,812	2,716		7	340	236	693	
Barbados to																486,570
Great Britain	66	11,221	833	130,242	28,689	1,089	2,640,725					5,437	245	6	304	11,522
Ireland	3	317	28	2,114	25,200		65,250			2		124	5			23,218
United states of America	54	6,416	379	2,668	213,400	700										18,080
British colonies in America	41	3,182	237	2,742	146,100	11,700										207
Foreign West-Indies	78	5,694	458		2,000											9
Africa	1	87	7		100											539,606
	243	26,917	1,942	137,766	415,489	13,489	2,705,975			2		5,561	250	6	304	
Bay of Honduras to																106,243
Great Britain *	14	3,200	137				200			45			1,381	9,369		

A general summary of the export trade of each of the British West-India colonies in the year 1787 †.

	Shipping,			Sugar, cwt.	Rum, gall.	Melasses, gall.	Cotton, lb.	Indigo, lb.	Coffee, cwt.	Cacao, cwt.	Pimento, lb.	Ginger, cwt.	Dye-woods, tuns.	Hardwood, mahogany, &c. tuns.	Hides, n°.	Total value of exports from each colony, including articles not particularized.
	Vessels.	Tuns.	Men.													
Jamaica	474	85,888	9,344	840,548	2,588,025	6,416	1,906,467	27,623	6,396	83	616,444	4,817	9,005	5,932	4,411	£2,136,442
Tortola	40	6,316	436	79,203	21,417	2,011	289,077		1				521	570		165,960
Anguilla	2	310	18	2,130	106		109,407	301					12	13		12,993
St. Christophers	200	23,155	1,590	235,529	334,609	8,154	484,640	318	86				354	443	6	510,014
Montserrat and Nevis	122	10,787	904	110,284	289,076	1,313	92,472	140					48	15		214,142
Antigua	234	28,763	2,062	284,526	716,546	5,910	160,510	26	339				206	303		592,597
Dominica	162	18,126	1,814	71,302	63,392	16,803	970,816	11,250	18,150	1,195		161	602	3[illegible]	117	302,987
St. Vincents	136	13,555	1,043	65,900	171,446	9,656	762,130		662	193			7	1		192,162
Grenada	188	25,764	1,824	175,548	670,390	4,300	2,062,427	1,406	8,812	2,716		7	340	23[illegible]	693	614,908
Barbados	243	26,917	1,942	137,766	415,489	13,489	2,705,975			2		5,561	250	[illegible]	304	539,606
Bay of Honduras	14	3,200	137				200			45			1,381	9,369		106,243
Total of each species	1,815	242,781	21,114	2,002,736	5,270,496	68,052	10,544,121	41,064	34,446	4,234	616,444	10,546	12,726	16,929	5,531	£5,389,054

* 10,750 tuns of wood, besides cotton and cacao, carried in 3,200 tuns of shipping!

† This and the preceding account are compiled from the accounts n°. 6, 7, 8, 9, 10, 11, 13, 21, 22, in *part* iv *of Report on the slave trade.* The amount of t e exports, compared with those of the year 1770 (see above, V. iii, p. 506) shows the increased cultivation of the islands. It ma/ be observed, that the great quantity of cotton produced in Barbados proceeds from a number of sugar plantations being turned to the culture of cotton after the hurricane in the year 1780.

The value of the produce in theſe accounts was calculated by the inſpector-general of imports and exports in ſterling money, agreeable to the prices current in London at the time. The old-eſtabliſhed cuſtom-houſe prices are conſiderably lower; for example, the imports from Jamaica to Great Britain, here valued at £2,022,814, are by the cuſtom-houſe valuation only £1,580,239.

There appear no returns from the Bahamas and Bermuda. The loyaliſts from North America had juſt begun to bring the cotton of the former into conſideration: and the inhabitants of the later were endeavouring to follow their example as far as the narrow limits of their iſland would permit.

An Account of the principal articles imported into Great Britain from the Britiſh Weſt-Indies in the year 1787, *with their value as rated in the cuſtom-houſe books, and the amount of the duties paid upon them to the revenue* *

	Quantity.	Value.	Duties.
Sugar ..... cwt	1,926,121	£2,634,686	£1,187,775
Rum ..... gal.	2,251,341	203,882	46,902
Melaſſes ..... gal.	37,472		
Cotton ..... lb.	9,396,921	327,599	
Indigo ..... lb.	39,414	2,634	free
Coffee ..... cwt.	30,365	212,277	5,314
Cacao ..... cwt.	3,954	9,885	247
Pimento ..... lb.	606,994	15,211	7,587
Ginger ..... cwt.	9,159	11,449	5,037
Dye woods ..... tuns	12,637	135,391	free
Hard woods, mahogany, &c. . tuns	7,569	65,565	free
Hides ..... no.	5,180	2,004	free

The whole imports were valued in the custom-house books at £3,749447 : 17 : 4 : and the whole duties of customs were £1,257,615 2 5
and thoſe of excise - 357,074 6 3
making together - £1,614,689 8 8

In this trade there were employed 573 veſſels meaſuring 131,934 tuns.

The principal articles imported into Ireland from the Britiſh Weſt-Indies in 1787 †.

	Quantity.	Value.	Duties on an average of five years.
Sugar ..... cwt.	26,182	£58,909	
Rum ..... gal.	209,264	15,695	
Cotton ..... cwt	1,259	5,038	
Total value of articles imported in 64 veſſels meaſuring 8,287 tuns		88,870	£57,396

The exports from Great Britain to the foreign Weſt-India colonies ‡,

which amounted in the year	1782 to -	£363,778	4 6,
fell in the following year -	1783 to -	102,000	10 10,
in - -	1784 to -	12,926	2 9,
and in - -	1785 to -	653	5 8.
They amounted in -	1786 to -	8,774	2 6,
and in - - -	1787 to -	4,675	7 4,

* *Report, part* iv, *no.* 7, wherein the article melaſſes is omitted; as are alſo the whole imports from the Bahamas, Bermuda, and the Bay of Honduras.

† *Report, part* iv, *no.* 9.

‡ *Report part* iv, *no.* 19, 20.

The imports from the same colonies into Great Britain, which in the year 1763, when we possessed the Havanna and several other French and Spanish settlements, amounted to - - - £1,014,249 16 1,
varied afterwards from £80,753 in 1765 to £729 in 1774,
till the year 1783, when they amounted to - - 189,621 12 11,
from which they sunk every year, being in 1787 only - 8,640 0 5.

The principal articles of theſe imports in the years 1785 and 1786, and the value of the whole, were as follow.

		Sugar, cwt.	Rum, gal.	Cotton, lb.	Indigo, lb.	Coffee, cwt.	Woods, tuns.	Total value of imports 1785	1786
S^t. Lucie in -	1785	8,393		111,016		4,413		£18,573	
S^t. Thomas	1785	379		5,566			108	1,504	
	1786			4,530			607		£5,487
Tobago -	1785	13,287	4,681	656,546	1,800		61	40,774	
New Orleans	1785				11,000			727	
S^t. Martins -	1786								69
Curaçoa - -	1786						160		1,945
Cuba - -	1786						414		4,422
Demararay -	1786					4			31
Trinidad - -	1786			45,540			25		1,780
S$_t$. Eustathius	1786			2,881			318		3,053
Totals - - -		22,059	4,681	826,079	12,800	4,417	1,488	61,578	16,787

An Account *of the export trade from the Britiſh Weſt-India colonies to the United ſtates of America, from the peace till the end of year* 1787 *.

	1783	1784	1785	1786	1787
Sugar..... cwt.	5,651	47,595	46,142	35,801	19,333
Rum..... gal.	679,760	2,742,277	2,188,000	1,399,040	1,620,205
Melasses..... gal.	53,600	5,800	43,800	1,800	4,200
Cotton..... lb.	1,500	36,250	11,750		3,000
Coffee..... cwt.	444	674	1,202	1,874	3,246
Cacao..... cwt.	55	74	154	186	124
Pimento..... lb.	57,400	169,500	54 300	16,900	6,450
Ginger..... cwt.	143	1,116	1,362	487	339
Dye-woods..... tuns	7	61	60	pieces 370	
Salt..... bushels	3,500	6,316	19,022	1,330	2,304
Beef and pork..... bar.	851½	120	55		72
Negroes..... n°.	200	203	468	337	184

Beſides theſe there were ſome mahogany, hides, tobacco, ſoap, candles, limes, &c. No value is ſpecified in the account, n°. 21, whence this abſtract is taken: but the account inſerted above in p. 158, ſhows that the exports for the year 1787 amounted to £196,461 ſterling, excluſive of the ſalt, proviſions, and negroes. The ſalt was ſhipped from Antigua, Grenada, Jamaica, S^t. Chriſtophers, Tortola, and Barbados: and there is no account of any ſhipped from Turk's iſlands, of which it is the only commodity.

There is no account of the imports from the United ſtates.

* *Report, part* iv, *n°.* 21.

An Account of the export trade from the British West-Indies to the British colonies in North America, from the peace till the end of the year 1787 *.

		1783	1784	1785	1786	1787
Sugar	cwt.	6,761	14,744	12,214	18,836	9,891
Rum	gal.	564,873	888,170	677,412	953,743	874,580
Melasses	gal.	135,636	54,730	86,400	95,260	26,380
Cotton	lb	23,750	22,250	1,250	3,750	1,750
Coffee	cwt.	556	454	786	1,426	576
Cacao	cwt.	136	24	133	80	81
Pimento	lb	7,100		1,000		200
Ginger	cwt.	66	46	273	83	4
Dye-woods	tuns	7	61	12	9	
Salt	bushels	24,168	3,537	383	4,170	4,260
Negroes	n°.	149	240	109	77	181
Beef and pork	bar.	2,040½	5,544	259	319	113
Bread and flour	bar.	2,178½	791	130	1,542	238
Corn	bushels		160	72		858

Beſides theſe there were alſo ſome logs and planks of mahogany, ſome ebony and lignum-vitæ, limes, rice, ſoap, candles, hides, tobacco, and Madeira wine.

There is no account of imports from the northern Britiſh colonies, except that of the fiſh from Newfoundland, already noted, (p. 157.)

An Account of the export trade from the Britiſh Weſt-India colonies to thoſe of foreign powers, from the peace till the end of the year 1787 *.

			1783	1784	1785	1786	1787
Shipping employed		vessels	161	241	371	485	507
		tuns	8,564	7,660	14,141	23,113	32,954
Sugar		cwt.	164	541	60	169	57
Rum		gal.	23,800	163,240	203,030	302,640	188,170
Coffee		cwt.	82	430	12		250
Salt		bushels	1,664	1,000	960	1,185	1,410
Proviſions.	Fiſh	dry quint.	888	808	992	2,356	3,160
		wet bar.	448	703	1,101½	954	1,726
	Beef and pork	bar.	622	1,765	2,337	4,327½	3,584½
	Butter	firkins	226	1,106	1,948	3,228	5,447
	Bread and flour	bar.	588	3,150	1,932	2,447	1,852½
	Corn	bushels	2,224	247	965	400	584
	Rice	tierces				67	51½
Cattle, sheep, hogs		n°.	98		9	15	122
Negroes		n°.	609	1,046	1,114	837	1,611
Lime		hhd.		802	526	1,036½	649
Pitch and tar		bar.		93	18		
Lumber.	Staves	n°.	6,000	7,000	8,000		
	Hoops	n°.	3,500	5,000	22,900	1,500	
	Shingles	n°.	148,500	135,000	10,000	2,000	37,000
	Lumber	feet	282,000		24,000	53,600	2,000
	Shaken casks	n°.	352	41	112	453	20

There were alſo ſome mahogany, oil, tobacco, ſoap, candles, pitch, tar, &c.

* *Report, part* iv, *n°.* 13. † *Report, part* iv, *n°.* 12.

An ACCOUNT *of the import trade from the foreign Weſt-India colonies to thoſe of Great Britain, from the peace till the end of the year* 1787.

		1783	1784	1785	1786	1787
Shipping	vessels	157	448	821	936	837
	tuns	6,454	15,355	26,943	35,198	5,270
Sugar	hhd.	40	307½	1,222		
Melasses	gal.	13,400	17,930	47,755	60,152	11,280
Cotton	lb.	190,250	1,135,750	1,398,500	1,346,386	1,158,000
Indigo	casks	202	71⅙	200½	4	24
Coffee	bags	1,069	416	1,700	10½	
Cacao	bags	157	673	771	677	1,308
Dye-woods	tuns	242	389	1,793	3,660	1,364½
	pieces		726	25,943	10,375	120
Mahogany and hard wood	tuns	236	162	86	120	186½
	pieces	915	6,710	6,909	3,504	5,960
Horses and mules	n°.	18	708	749	653	682
Negroes	n°.		23	78	15	45
Tobacco	casks	202	21		16	9
	lb.			10,250		
Turtle shell	casks			1	1	
	lb.				32	
Sarsaparilla	bundles			50	2	

An ACCOUNT *of foreign veſſels and their cargoes entered inwards in the free ports of Jamaica, under the ſanction of the free-port acts, in the following years* †.

		1784	1785	1786	1787
Shipping	vessels	257	206	254	256
	tuns	12,735	7,444	8,914	7,538
Cotton	lb.	2,169,000	1,573,280	1,196,250	1,943,000
Indigo	lb.	170,400	133,275	60,250	4,663
Cacao	lb.		11,400	68,700	64,750
Dye-woods	tuns	376	562	1,237	1,351½
Mahogany	planks	13,147	13,214	6,006	9,993
Hides	n°.	1,088	4,114	2,761	4,537
Horses, asses, mules	n°.	915	973	841	861
Oxen	n°.	59	125	112	243
Sheep	n°.	70	415	38	98
Bread and flour	bar.	4,925	780	220	10
Indian corn	bushels	6,508	809	2,005	1,482
Cod dry and pickled	quint.	948	150		
Beef and pork	bar.				11
Butter	firkins			11	
Rice	tierces	905	33	325	411
Lumber. Lumber	feet	95,597	47,000	10,500	
Staves	n°.	67,800	36,000	1,000	
Hoops	n°.			4,900	
Shingles	n°.	711,000	303,000	191,000	6,000
Dollars	n°.			17,400	53,850

There were alſo ſome coffee, gum-guiacum and other drugs, pitch and tar, and turtle ſhell.

* *Report, part* iv, *no.* 23.

'The lumber, rice, and other articles of proviſion, were imported 'prior to the commencement of the laſt free-port act, which took effect 'in September 1787; and it is to be obſerved, that theſe articles were 'imported from the River Miſſiſſippi.'

An Account of foreign veſſels and their cargoes cleared out from the free ports of Jamaica, under the ſanction of the free-port acts, in the following years *.

		1784	1785	1786	1787
Shipping -	vessels	248	291	249	194
	tuns	11,780	12,245	8,873	6,728
Negroes - -	n°.	4,014	3,436	3,143	1,659
Bread and flour -	bar.	2,894	2,394	3,024	2,687
Beef and pork -	bar.	1,311	235	652	2,627
Fish dry - -	quint.	272	160		80
Fish pickled -	bar.	1,383	92		84
Butter - -	firkins	110	128	190	2,007½

From the manner of making up the accounts it was impoſſible to aſcertain the quantity and value, or even the ſpecies, of Britiſh manufactures exported in this trade, though they were undoubtedly very conſiderable. We may alſo very well believe, that in both the kinds of trade carried on with foreign ſettlements, there was much more buſineſs done, than came under the cognizance of the cuſtom-houſe officers.

From theſe accounts we find, that, however ſome particular iſlands may at times have been diſtreſſed for proviſions, the Britiſh Weſt-Indies, taken generally, had for the moſt part a redundance for the ſupply of other countries.

The committee of council for trade added to their Report a view of the information obtained concerning the trade of other European nations to Africa, of which I ſhall give a very conciſe abſtract.

The number of ſlaves exported by each of the European nations engaged in the trade has already been given.

The Portugueſe, the firſt of the modern nations who found the way to the coaſt inhabited by the Negroes, beſides the ſlaves carried from the weſt coaſt of Africa to Brazil eſtimated at about 20,000 annually, carry about 4,000 from Mozambique to their ſettlements in India. It appears that the ſlaves are collected by factors reſident upon the coaſt, and ready for ſhipping, whereby their veſſels are enabled to make two voyages in the year between Africa and Brazil. They carry Negro ſeamen, the very ſight of whom, even if they cannot underſtand their language, is a great comfort to the ſlaves: and all the ſeamen are intereſted in the preſervation of the ſlaves by means of a premium allowed for every one who arrives ſafe. They do not crowd their veſſels now ſo much as formerly, and conſequently carry more of their ſlaves alive to a market.

* *Report, part* iv, *no.* 24. The accounts of the free-port trade in Dominica and Granada include only the later half of the year 1787: and there is no account from New Providence in the Report.

The Dutch ſlave trade, which before the war employed about forty veſſels, did not now employ above fifteen, the cargoes of which amounted to about 4,000 ſlaves. The planters of Berbice, Eſſequebo, and Demararay, petitioned, that the government, in conſideration of the great ſcarcity of ſlaves, and for the intereſt of the national trade, whoſe proſperity 'depends on the ſucceſs of agriculture in the colonies, which 'cannot be ſupported without a plentiful ſupply of ſlaves at reaſonable 'rates,' would allow 'a free ſlave trade' to the veſſels of all nations, the importation of Negroes at moderate prices being 'the barometer of 'cultivation in the colonies.' The ſtates of Holland and Weſt Friſeland, though they did not grant a free ſlave trade to foreign veſſels, reſolved to remove all obſtructions to the national ſlave trade, and do every thing in their power to revive it.

The French government, in order to encourage the ſlave trade, in the year 1784 gave a bounty of 40 livres upon every tun of the burthen ('continence') of the veſſels employed in the ſlave trade *, to be paid for every voyage, and moreover a premium of 60 livres for every Negro carried to Guadaloupe and Martinique, and 100 livres each for thoſe carried to the ſouth ſide of S^t. Domingo, to Cayenne, Tobago, and S^t. Lucie; and they, of courſe, repealed a duty of 10 livres a head, which had been impoſed in the year 1767.

Though no contract was entered into with the French government for ſlaves, ſeveral veſſels, fitted out in Britain, ſailed to the ports of France, and there took in French officers and ſeamen, and cargoes, and proceeded to the coaſt of Africa, whence they carried Negroes to the French Weſt-Indies. Beſides the premiums on the tunnage of the veſſels and on the ſlaves, they got much higher prices for the ſlaves than in the Britiſh colonies, and they alſo got freights of produce to France †. And by theſe advantages ſome of the Britiſh ſlave-merchants were induced to turn their trade into the French channel.

Beſides the trade now mentioned, owners of French veſſels made contracts with Britiſh ſlave-dealers for the delivery of ſlaves upon the coaſt of Africa, as the practice was before the war; and the prices they offered were little inferior to what the ſlaves would fetch in the Britiſh ſugar iſlands.

Britiſh veſſels loaded with ſlaves were at this time admitted under Britiſh colours into all the French Weſt-India colonies, except S^t. Domingo, on paying a duty of ſix livres for every ſlave.

From the year 1769 till 1779 the Spaniſh colonies were ſupplied with Negroes by a royay aſſiento, under which a company of merchants in

* This bounty, by the difference of meaſurement, was ſuppoſed equal to 80 livres on the tun of Britiſh ſhipping. Mr. Edwards aſcribes the calamities of S^t. Domingo to the vaſt importation of Negroes occaſioned by theſe bounties.

† The Britiſh ſlave ſhips, it has been already obſerved, bring home very little produce from the Weſt-Indies.

Spain held an excluſive privilege. The whole was under the direction of an agent-general eſtabliſhed in the Havanna, who ſent Spaniſh veſſels in ſearch of ſlaves to the foreign iſlands, and particularly to Jamaica, whence at leaſt three fourths of the Negroes were ſupplied. The number annually imported into the Havanna was from 2,500 to 3,000; and about half that number were ſent to Carthagena and Porto Bello, whence ſome of them were marched over land to Panama, where they were reſhipped for Peru, &c. The company had the privilege of importing three barrels of flour for every Negro; and both flour and Negroes were exempted from duty. In the year 1779, when the aſſiento expired, a general licence was granted to all Spaniſh ſubjects to carry ſlaves to the Havanna, either in Spaniſh or neutral veſſels, paying a duty from 26 to 40 dollars per head according to the ſize, and $9\frac{1}{2}$ per cent on the money carried away. On the termination of the war the trade was reſtricted to Spaniſh veſſels, and the duties lowered to 9 dollars per head, and 6 per cent on the money carried away. In the year 1784 Meſſieurs Baker and Dawſon of Liverpool contracted with the government of Spain to ſupply Trinidad and the province of Caracas, with 4,000 ſlaves, to be picked from different cargoes, at 150 dollars per head clear of every duty. In 1786 they made another contract to ſupply Caracas and the Havanna with ſlaves, not leſs than 5,000 nor more than 6,000, on the ſame terms. Of the proceeds a ſmall part was brought home in hides and other raw materials, and the reſt in ſpecie to the amount of near half a million of dollars annually. At one time a miniſterial order was ſent out to receive no female ſlaves; but the merchants obtained an alteration of this order, and then two thirds males, and one third females, were accepted *. In February 1788 a third contract was negotiated for not fewer than 3,000, but as many more as they could deliver, two thirds to be males, and one third females, at the prices of 200 dollars for men, 190 for women, 175 for boys, and 145 for girls. This contract, when ready for the king's ſignature, was put back, on the propoſal for aboliſhing the ſlave trade in this country being heard of in Spain. And ſome Spaniſh merchants at Cadiz endeavoured to entice

* The order of the Spaniſh government for the excluſion, or diſproportioned number, of women ſhows, that they prefer the extirpation of their ſlaves and replacing them by new importations, to the natural increaſe by propagation; that they prefer the extorted labour of indignant captive exiles to the comparatively-willing ſervices of ſlaves born and bred up under their protection, whom they may have a thouſand opportunities of attaching to themſelves and to their country; and that, with great profeſſions of religion, they ſet themſelves in direct oppoſition to the firſt command of the bountiful Creator, to increaſe and multiply. But the Spaniards have, for at leaſt three centuries, diſtinguiſhed themſelves by a diſregard (to call it by the mildeſt name) of the lives of their fellow creatures of a different race from themſelves. Witneſs the extermination of the original inhabitants of the Weſt-Indies. Witneſs the expulſion of the Moors from Spain. And thence it follows, that, with the poſſeſſion of territories and advantages, which would have placed an induſtrious and intelligent people in the very firſt rank among the nations of Europe, they have ſunk into the character of drivers of the ſlaves deſtined to dig the pretious metals for the uſe of the manufacturing and trading nations.

the Engliſh captains and ſurgeons into their employment, that they might engage in the ſlave trade, in which for many years they have not had a ſingle veſſel. Meſſieurs Baker and Dawſon, however, proceeded as if the contract had been completed, truſting to the honour of the court of Spain for fulfilling the terms of it.

About this time many of the Spaniards appear to have been very eager to get into the ſlave trade. In march 1788 ſome planters and merchants from the Havanna and Hiſpaniola viſited Mancheſter and Liverpool in order to ſee the goods prepared for the African trade and learn their prices, and to pick up what knowlege they could by inſpecting the ſlave ſhips, and inquiring into the method of conducting the trade: and they alſo wiſhed to engage ſome commanders, ſurgeons, &c. experienced in the trade, to enter into their ſervice, and ſail from Cadiz. Even the Spaniſh government propoſed to go into the trade, and fit out ſhips on their king's account. But, whether this plan of a royal ſlave trade was carried into execution or not, I have not learned.

The Philippine company of Spain obtained a privilege to ſupply South America with ſlaves. They employed an agent in England, who, it was ſaid, engaged ſix ſhips of about 300 tuns at London, Briſtol, and Liverpool, to carry ſlaves from the coaſt of Africa to Buenos Ayres, and to return to England with hides and horns. Their outward cargoes, which were laid in at the ports whence they ſailed, were immediately paid for by the agent, the intention of the company being, that the money ariſing from the ſales of the ſlaves ſhould be ready at Buenos Ayres for their Eaſt-India ſhips to take it onboard there on their outward paſſage by their new route round the Cape of Good hope. Theſe veſſels ſailed under Britiſh colours *.

* The committee at the concluſion of their Report inſerted ſuch accounts as they could obtain of the trade in the interior parts of Africa, which is now better known from the communications of the aſſociation for promoting the diſcovery of that country, and other publications of late travelers in it.

Before I take leave of the Report on the ſlave trade, which has furniſhed ſo much valuable information, I ought to give a brief ſketch of *the method of conducting a ſugar plantation in the Eaſt-Indies*, communicated to the committee by Mr. Botham, who was two years in the Britiſh and French Weſt-Indies, and afterwards conducted ſugar-works at Bencoolen in Sumatra. The operations of ploughing, (not digging with hoes) planting, weeding, moulding, cutting, boiling, claying, and packing for the market, are all performed by people hired for the occaſion at an agreed rate for the quantity; ſo that the owner very nearly knows, what his ſugar will coſt him. By this diſtribution of labour, and the uſe of the plough in preparing the ground, and alſo in weeding and moulding, ſugar, and the ſpirit made from the ſkimmings and melaſſes, are produced of qualities ſuperior to thoſe of the Weſt-Indies, and at far inferior prices, the former being ſold by the planters of Java at about 18*ſ* ſterling per pecul (133⅓ lb.) and the later about 8*d* a gallon. [*Report, part* iii, *ſheets* 4 I, 4 K.] The ſuperiority of the Oriental manufacture of ſugar by free men over that of the Weſt by ſlaves is ſo little known in Europe, that it has confidently been aſſerted to be impoſſible, though deſcribed, not only by Mr. Botham, but alſo by Mr. Fitzmaurice in a printed *Letter to the directors of the Eaſt-India company*, and Mr. Le Poivre in *Obſervations ſur les arts en Aſie*, &c. Mr. Botham's method is nearly tranſcribed in *Wadſtrom's Eſſay on colonization, p.* 259.—Sir George Staunton [in his *Embaſſy to China, V.* iii, *p.* 292, *ſecond edition*] deſcribes the practice of jobbers in China with traveling ſugar-works grinding and boiling the canes of many ſmall plantations; which, however, can only be effected in a country everywhere interſected by canals, upon which the moveable ſugar-works are eaſily tranſported. See alſo the

February—An attempt was made to reduce the intereſt of money in Ireland from *ſix* to *five* per cent; and a bill for that purpoſe was carried through the houſe of commons, but rejected by the peers, of that kingdom.

March 19th—A general court of the proprietors of the bank of England declared the enſuing dividends upon their capital ſtock to be at the rate of *ſeven per cent* per annum: and it ſtill continues at that rate.

April 15th—A treaty of alliance was concluded between Great Britain and the ſtates-general of the United provinces, which, though both the contracting parties rank ſo high in commercial pre-eminence, contains only one article connected with commerce, whereby it is agreed, that, until the two powers ſhould conclude a treaty of commerce, the ſubjects of each ſhould be treated in the ports of the other as the moſt favoured nation. But it was expreſsly provided, that no diminution ſhould take place in the duties on linens.

February 21st—An additional duty of ſixpence per gallon was impoſed on all ſpiritous liquors diſtilled in Scotland, and carried to England, by way of equalizing the duties, which are levied in different manners on the diſtilleries in the two united kingdoms. [28 *Geo. III, c.* 4.]

March 10th—The parliament, thinking that the experience of five years had now proved that Britiſh veſſels were competent to the ſupply of the Weſt-India iſlands with the produce of America, enacted a permanent law, inſtead of the temporary regulations, hitherto generally renewed every year, whereby the importation of tobacco, pitch, tar, turpentine, hemp, flax, maſts, yards, bowſprits, lumber of every kind, horſes, cattle and other live ſtock, bread, flour, peas, beans, potatoes, wheat, rice, oats, barley, and other grain, the produce of the United ſtates, into the Weſt-Indies in Britiſh veſſels, legally navigated, was authorized: and all other articles were prohibited on penalty of forfeiture of the veſſel and cargo. Goods or produce, which may be lawfully exported from the Weſt-Indies to any foreign country in Europe, may be carried to the United ſtates, as may alſo ſugar *, melaſſes, coffee, pimento, cacoa (chocolate nuts), and ginger; the two later articles paying the ſame duty, as when carried to the Britiſh colonies in America. Both imports and exports muſt be only in Britiſh veſſels navigated according to law. But veſſels belonging to the United ſtates, arriving in ballaſt at the Turk's iſlands, are permitted to load with ſalt, and no other article, on paying a duty of 2/6 per tun (payable in dollars at 5/6 per ounce) their mea-

ſame work, *V.* i, *pp.* 388, 427, for the method of refining ſugar in Cochin-China by layers of the porous and humid trunk of the plantane tree, which is more cleanly, and alſo more effectual, than the Weſt-India proceſs by moiſtened clay. This ſugar ſells for about three halfpence a pound; ſtill cheaper than that of Java; and the Abbé Rochon, in his *Voyage to Madagaſcar, and the Indies*, ſays, it is a profitable article of trade to China. Stavorinus alſo deſcribes the ſimple proceſs of making ſugar in Bengal. [*Voyages, V.* i, *p.* 139 *of Engliſh tranſlation.*]

* Quere. Is rum forgotten, or deſignedly omitted? It conſtitutes by far the moſt important article in the exports from the Weſt-Indies to the United ſtates.

ſurement being determined by a proper officer. Neither can any other article than ſalt be exported from Turk's iſlands to any Britiſh colony in America or the Weſt-Indies; nor can any goods be exported from them to Great Britain and Ireland, but ſalt and ſuch articles as may be imported from all countries free of duty.—Such articles, as are allowed to be imported from the United ſtates to the Britiſh Weſt-Indies, muſt not be imported from any foreign Weſt-India iſland; *except* in caſes of diſtreſs, when the governor and council of any iſland may permit the importation of them in Britiſh veſſels for a limited time.—No goods whatever are allowed to be imported from the United ſtates into Nova Scotia, New Brunſwick, Cape Breton, S^t. John's, Newfoundland, and their dependencies; *except* in caſes of diſtreſs, when the governor and council of any of the provinces may allow timber and lumber, horſes, cattle and other live ſtock, bread, potatoes, and grain of all kinds, to be imported in Britiſh veſſels for a limited time. No goods are allowed to be carried by ſea from the United ſtates to the province of Quebec *upon any account whatever*.—But nothing in this act is intended to repeal the act of laſt year reſpecting the free ports of Kingſton, Savanna-la-mar, &c. [*c.* 6.]

March 20^th.—Doubts having ariſen, whether the Eaſt-India company were liable to bear the expenſe of troops ſent to India, without being requeſted by them, the commiſſioners for the affairs of India (generally called the board of controul) were declared by parliament to be fully empowered to order the expenſe of raiſing, tranſporting, and maintaining, his Majeſty's forces, not exceeding the number of 8,045 men including officers, or of the European forces of the Eaſt-India company, not exceeding 12,000 men including officers, to be defrayed out of the territorial revenues of India. The commiſſioners are prohibited from augmenting the ſalary of any perſon in India, or giving any gratuity, unleſs ſuch augmentation or gratuity be propoſed by the directors, and alſo ſubmitted, together with the reaſons for it, to both houſes of parliament. The directors of the Eaſt-India company are required to lay before parliament an annual account of the revenues and expenditure of each of their preſidencies and ſettlements in India, together with a ſtatement of the debts due by them at each of them. [*c.* 8.]

May 8^th.—The variety of reels uſed in the manufacture of ounce threads having been productive of many frauds, all manufacturers of ſuch threads were required to uſe uniform ſtandard reels of 36 inches in circumference: to put 30 threads, or rounds of the reel, in each hank; and to make up their threads in hanks, ounces, quarter-pounds, and pounds, avoirdupois weight, every ounce in the pound containing the ſame number of hanks, more or fewer according to the quality. [*c.* 17.]

June 11^th.—The times, preſcribed by the act, 26 Geo. III, c. 50, for the departure and arrival of *fifteen* veſſels engaged in the Southern whale

fiſhery, and entitled to premiums according to the terms of the act, were altered to between the 1st of January and the 1st of November for the departure, and to any time before the 1st of September in the next enſuing year for the arrival. The *five* veſſels, entitled to another claſs of premiums by the ſame act, were in future to ſail within the time now preſcribed for the fifteen, and to return before the laſt day of the year ſubſequent to that in which they ſailed, but ſo as not to be leſs than fourteen months out. Additional premiums of £800, £700, and £600, were allowed to three of the twenty veſſels above mentioned, which ſhould employ four months in fiſhing to the weſtward of Cape Horn, and return on or before the 1st of December in the ſecond year after ſailing, ſo as not to be leſs than eighteen months out, with the greateſt quantities of pure oil or head-matter, being not leſs than thirty tuns at the leaſt.—Veſſels paſſing the Cape of Good Hope were now permitted to go north as far as the Equinoctial, and eaſt as far as 51° eaſt from London: and veſſels paſſing Cape Horn may proceed north to the Equinoctial and weſt to 180° weſt from London. They muſt be provided with licences, agreeable to the former act, from the Eaſt-India company and the South-ſea company, and muſt give bond to the former that no goods ſhall be taken onboard, except ſtores and neceſſaries for the veſſels and crews, and alſo ſubmit to be ſearched when they call at St. Helena. Veſſels of not leſs than 200 tuns burthen, intending to paſs either of the Capes, may be armed for their defence, on obtaining a licence from the admiralty.—Foreigners, formerly employed in the whale fiſhery, who might be deſirous of ſettling with their families in this kingdom for the purpoſe of carrying on ſuch fiſhery, were allowed till the 1st of January 1790 to bring their veſſels, if built befor the 1st of January 1788, not exceeding forty in all, and each carrying at leaſt twelve men accuſtomed to the fiſhery, and to have licences for uſing them in the whale fiſhery only, and to import the oil, &c. free of duty; but not to be entitled to the premiums. Such foreigners, after reſiding in Britain and carrying on the whale fiſhery for five years, become entitled, on taking the oaths of allegiance, to the privileges of Britiſh ſubjects, and to regiſters for their veſſels, which thenceforth are entitled to the premiums.—For the greater encouragement to ſuch foreigners to eſtabliſh themſelves in this country, each of the eleven firſt veſſels which ſhould arrive were permitted to import 70 tuns of oil or head-matter, the produce of marine animals caught by the crews, for which the firſt ſix were to pay no duty, the next two £5 per tun, and the remaining three £10 per tun, on the owners giving bond with ſecurity to ſettle themſelves and their crews in Great Britain. [*c.* 20.]

June 11th—There was raiſed by a lottery this year the ſum of £750,600, whereof £270,600 remained a clear profit to the public over paying the prizes. [*c.* 21.]

The following acts of parliament were continued for limited times, viz. Several clauſes of the act 5 Geo. I, c. 11, againſt clandeſtine running of uncuſtomed goods, which have been frequently continued, were further continued till 29th September 1795.

The act for encouraging the cultivation of coffee was continued till 24th June 1795.

The act for puniſhing perſons going armed in defiance of the revenue laws, continued till 29th September 1795.

The act for encouraging the manufactures of flax and cotton, continued till 1st January 1790.

So much of the act for permitting the exportation of limited quantities of wheat, &c. to the Britiſh colonies, as relates to the ſugar colonies, and to the exportation from Lancaſter, continued till 1st May 1789.

The permiſſion to export tobacco-pipe clay to the Britiſh ſugar colonies was continued till 24th June 1792.

The act prohibiting the exportation of tools uſed in the iron manufactures, continued till the end of the next ſeſſion of parliament.

The act for granting bounties on certain ſpecies of Britiſh and Iriſh linens exported, and taking off the duties on the importation of foreign yarn made of flax, continued till 24th June 1790.

The act to prevent frauds being committed by bankrupts, continued till 1st June 1793.

Some other acts of leſs commercial conſequence were continued at the ſame time. [*cc.* 23, 24.]

The duties for ſupporting the light-houſes, directed to be built by the act 26 Geo. III, c. 101, being found inadequate to the expenſe, they were raiſed to three halfpence per tun upon Britiſh, and three pence on foreign, veſſels. [*c.* 25.]

In conſequence of a treaty of alliance entered into with the ſtates-general of the United provinces, all goods, the produce or manufacture of their dominions in Europe, except linens, were permitted to be imported upon the loweſt duties now payable by any foreign European nation. [*c.* 27.]

The Eaſt-India company having preſented a petition to parliament, wherein they ſet forth, that, in conſequence of the arrears of the war, of the government's claim upon them for £500,000, of the debt incurred in China, and of the advances neceſſary for the China trade, they ſtood in need of a large ſum of money, which they prayed that they might be authorized to borrow, they were accordingly empowered to borrow £1,200,000 upon bonds under their common ſeal *. [*c.* 29.]

The duties of cuſtoms and exciſe on wines, which are not the pro-

* The glut of India bonds, produced in virtue of this act, ſunk the premium on them from 60*ſ* and 75*ſ* to 39*ſ*. But in two or three months they got up fully as high as before.

duce of Hungary, Germany, France, Spain or the Spaniſh dominions, Portugal or the Portugueſe dominions, were lowered, and put on a level with the wines of France.—The exciſe duty payable on French glaſs bottles imported was transferred to the cuſtoms.—Carriages from this country being admitted in France, under the denomination of ſadlery, on a duty of 15 per cent, the duty on the importation of French carriages hither was lowered from 27½ to 15 per cent.—The duty of 5/6 per piece, payable on the exportation of white cloths, was explained to be chargeable only on white cloths exported in an unfiniſhed ſtate. [*c.* 33.]

In order to prevent the diſagreeable conſequences of ſquabbles and conteſts between the Britiſh and French fiſhermen on the coaſt of Newfoundland, the king was inveſted with a power to give from time to time proper inſtructions to the governor of Newfoundland to remove all Britiſh veſſels and fiſhing apparatus from that part of the coaſt aſſigned to the French fiſhermen, and to act in every reſpect ſo as to fulfill the conditions of the treaty of peace on the moſt liberal conſtruction. [*c.* 35.]

June 25th—The cuſtom duty on buck and deer ſkins, undreſſed, or Indian-half-dreſſed, was reduced to 2*d*, and on elk ſkins to 4*d*, per ſkin; and the exciſe duty on buck, deer, and elk, ſkins, dreſſed in oil, was raiſed to 1/ per pound.—Printed ſtuffs, not comprehended in the ſchedule of exciſe duties annexed to the act 27 Geo. III, c. 13, were now ſubjected to the duties paid upon other printed goods.—And a great variety of regulations were enacted for ſecuring the exciſe duties. [*c.* 37.]

A great clamour was raiſed by the woolen manufacturers, who alleged that no leſs than 13,000 packs of wool were clandeſtinely exported every year to the continent, and loudly cried out for more rigorous laws againſt the ſmugglers of that important raw material. On the other hand, Sir Joſeph Banks the preſident of the royal ſociety, and Mr. Arthur Young, well known for his extenſive obſervations, and his writings, on agricultural and rural affairs, appeared to prove, that the average exportation for five years back had been only 1,100 packs, and ſince the commercial treaty with France only 480. The manufacturers prevailed: and all the exiſting laws againſt the exportation of wool were repealed to make way for a new act, whereby the exportation of live ſheep (except wethers for ſea ſtock upon ſpecial licence) was prohibited under penalty of forfeiture of the ſheep and the veſſel carrying them, together with £3 for every ſheep, and alſo three months ſolitary impriſonment to be inflicted on every perſon concerned or aſſiſting, for the firſt offence, and heavier fines and puniſhments for repeated tranſgreſſions. Any perſon concerned directly or indirectly in exporting wool, wool-fells, mortlings, ſhortlings, &c. or tobacco-pipe clay (except to the Weſt-Indies), is liable to a penalty of 3/ for every pound, or £50 in the whole, whichever the proſecutor ſhall prefer, and alſo to ſolitary impriſonment for three months for the firſt offence, and ſix months for

the ſecond, beſides forfeiture of veſſels, boats, waggons, carts, horſes, &c. —The act contains a multitude of reſtrictions upon the carriage of wool from one port to another within the kingdom, and from place to place upon the land. Nor can even the rural occupation of ſheep-ſhearing be carried on, if within five miles of the ſea, without the ſuperintendence of a revenue officer; nor ſheep or wool be carried between the main land and the iſlands of Scotland, or acroſs any tide river or inlet of the ſea, without bond being given, that they ſhall not be exported. The exportation of wool to Guernſey, Jerſey, Alderney, and Sark, was limited to 6,600 tods (of 32 pounds each) to be ſhipped, only at Southampton, onboard veſſels belonging to the iſlands, and under the moſt vigilant precautions.—The penalty on deceitful winding of wool was increaſed from 6*d* to 2*ſ* per fleece. [*c.* 38.]

For the encouragement of commercial intercourſe between the province of Quebec and the Weſt-Indies, veſſels carrying cargoes of lumber, proviſions of any kind, horſes, or cattle, were permitted to import rum into the province, of value equal to that of the outward cargo, already carried, or engaged under proper ſecurity to be carried, free of any duty. For adjuſting the value of the flour, bread, grain, potatoes, beef, pork, ſtock, lumber, &c. to be exported from Quebec, and of the rum to be imported, a ſchedule is annexed to the act. [*c.* 39.]

A very copious ſet of new duties and new regulations was enacted for the diſtillers in both the united kingdoms, and for the carriage of ſpiritous liquors from the one to the other. [*c.* 46.] But ſuch regulations are ſo complex, and ſo ſhort-lived, that to give any detail of them would only be waſting time in writing what no one will beſtow time to read.

A number of coal-buyers having 'formed themſelves into a ſociety, 'and held private meetings at the coal-exchange in the city of London, 'profeſſing to make regulations for the purpoſe of carrying on the trade 'in coals, which regulations have a tendency to prevent the ſaid trade 'from being free and open,' any ſuch aſſociation, conſiſting of more than five perſons, was declared by parliament to be liable to the puniſhments due to combinations *. [*c.* 53.]

Parliament adopted the meaſure of a temporary act for regulating the tranſportation of Negroes from Africa to the Weſt-Indies. The veſſels were permitted to carry only five ſlaves for every three tuns of their regiſtered burthen as far as 201 tuns, and one for every tun beyond that burthen; or to carry male ſlaves above 4 feet 4 inches in height in the proportion of one for every tun as far as 201 tuns, and

* This act does not prohibit the combination of the coal-factors, a leſs numerous body than the buyers, and conſequently more capable of combining againſt the public. Mr. Hawkes, a coal-buyer, ſtated the number of factors to be only 12 or 14. [*Report on the coal trade*, 1800, *p.* 67.]

three for every five tuns above that burthen *. Five ſlaves, meaſuring under 4 feet 4 inches, were allowed to be packed in the room allotted for four of a larger growth.—The whole of the tweendecks muſt be allotted for the ſlaves, and alſo the upper cabin.—On his arrival at the port of diſcharge in the Weſt-Indies the commander is required to declare upon oath the burthen of his veſſel, and the number of ſlaves on-board, before the chief officer of the cuſtoms, who is to order the veſſel to be ſearched, and an account to be taken of the ſlaves.—Every veſſel fitted out for a ſlaving voyage muſt be entered for it at clearing out, and muſt carry a ſurgeon regularly bred (as muſt appear by his certificate), who is to give bond, that he will keep a journal of the ſlaves ſhipped, and of the deaths of the ſlaves and of the crew, which he is to deliver to the revenue officer at the port of diſcharge, who is to return him a duplicate of it, and to ſend copies of it to the commiſſioners of the cuſtoms in London. As an inducement to the commander and the ſurgeon to be careful of the lives of the Negroes in their charge, the parliament directed premiums of £100 to the former and £50 to the later, to be paid on producing certificates from the chief officer at the port of diſcharge, that the mortality of the Negroes previous to their arrival does not exceed two per cent, and half thoſe ſums, if the mortality does not exceed three per cent †.—On the ſuppoſition, that ſome caſes might occur, wherein it would be equitable that compenſation ſhould be made to individuals for the loſſes they might ſuſtain in conſequence of the regulations, Meſſieurs Brook Watſon, Samuel Beachcroft, and William Roe, were appointed commiſſioners for examining and reporting to parliament ſuch loſſes ſuſtained by any perſon, who ſhould apply to them before the 1st of September 1788. [*c.* 54.]

For the protection of the property of manufacturers in the hoſiery branch, the retention, or fraudulent ſales, of their frames by their journeymen, and the deſtruction of them, or any mills or other machinery, or of any hoſiery work in the frames, were made puniſhable by fine, impriſonment, and tranſportation. [*c.* 55.]

* According to theſe rules the following ſhould be the cargoes of two veſſels of 300 and 301 tuns.

		Slaves			Slaves
201 tuns at 5	for every three tuns -	335	201 tuns at 1	for every tun - -	201
99	1 for every tun - -	99	100	3 for every 5 tuns - -	60
300 tuns to carry	- -	434	301 tuns to carry full-grown ſlaves	-	261

But in reality the tunnage, which depends in a great meaſure on the depth of the hold, has very little concern with the quantity of air contained between the decks, the only part of the veſſel in which the cargo of ſlaves is ſtowed.

‡ The mortality in the harbour, after the arrival, but before the delivery, is not taken into the account, and that alone appears to be *four and five eighths* per cent: (See the note in p. 146) and means are fallen upon to elude the intention of this bounty almoſt entirely by calling at S^t. Vincents or ſome other of the Windward iſlands, and taking up certificates of the ſtate of the cargo of Negroes, whereby the mortality in the later part of the paſſage down to the iſland where the ſale is made, is kept out of ſight: and it is in the later part of the paſſage, eſpecially if it is a tedious one, that the deaths are moſt frequent. [*See Sir William Young's Tour in the Weſt Indies, in Edwards's Hiſt. of the Weſt Indies, V.* iii, *p.* 253, 8vo. *ed.*]

The act [25 *Geo. III, c.* 44] againſt blank inſurances not proving ſufficient to prevent many miſchiefs and inconveniencies, it was now enacted, that every policy upon any veſſel or goods ſhould contain the names of the perſons intereſted as conſigners or conſignees, or of the perſons giving orders to make the inſurance. [*c.* 56.]

The lord provoſt and magiſtrates of Edinburgh were empowered to borrow money for enlarging, deepening, and otherways improving, their harbour of Leith, making a new baſin, quay, &c. and improving the roads to the harbour *. [*c.* 58.]

In conſequence of this act the bridge at the head of the harbour was pulled down; and inſtead of it there was erected a new one with a draw-bridge in the middle, which permits ſmall veſſels to go near a quarter of a mile farther up the river, whereby room is made in the deeper part of the harbour for the larger veſſels.

The act for improving the harbour of Whitehaven, and the roads leading to it, was continued. [*c.* 61.]

Three acts were alſo paſſed for regulating the ſhipping, trade, wharfs, quays, &c. and improving the police, of the commercial city of Briſtol. [*cc.* 65, 66, 67.]

Mr. Granville Sharp, the generous and philanthropic friend of the Africans, chartered a veſſel to carry out fifty of them to the ſettlement of free Negroes, eſtabliſhed at Sierra Leona in the preceding year, and ſupplied them with proviſions, tools, arms, and a ſum of money to buy live ſtock upon the coaſt †. His benevolence was diſappointed, partly by the worthleſſneſs of ſome of the objects of it, eleven of whom deſerted before the veſſel ſailed, and partly by the cruel avarice of the maſter of the veſſel. But, before they arrived at Sierra Leona, the colony was almoſt entirely deſerted; and even the few white people ſettled in it had migrated to the ſlave factories.

July 25th—In conſequence of the complaints made by the merchants trading between the dominions of the Eaſt-India company and thoſe of

* In the beginning of the year 1771 Mr. Thomas Catanach, who had ſpent moſt of his life in Holland, made a viſit to Edinburgh, his native city, and carried with him a model, neatly executed in mahogany and braſs, for enlarging and improving the harbour of Leith by means of a draw-bridge, and for keeping the veſſels afloat, and ſcouring out, or deepening, the harbour and the bar by means of gates. But, when he preſented his model and plan, the effect of his *amor patriæ*, to the magiſtrates of Edinburgh, he was civilly told, that, though they greatly approved of his plan, they could not undertake the execution of it. He alſo planned a harbour for ſmall craft in the boggy valley between the old and the new town, where there had been for ſeveral ages a dirty ſtagnant pond. But it appears that Edinburgh was not *then* ripe for conceiving the utility of ſuch improvements. In the year 1786 the want of ſuch a ſcouring power, as was recommended by Mr. Catanach, was unfortunately experienced by many veſſels getting aground on the bar, which was then raiſed higher than uſual by a continuation of eaſterly winds.—I find the want of the ſcouring power, and the eaſy acquiſition, as alſo the neglect, of it at Ayr and Leith have likewiſe been obſerved by Mr. Gray of Gerard ſtreet, London, in his *Reflections intended to promote the ſucceſs of the Scotch fiſhing company*.

† This outfit coſt above £900, of which government furniſhed £200, and a friend of Mr. Sharp's 150 guineas, all the reſt being out of Mr. Sharp's own pocket.

the nabob of Oude, of loſſes and hardſhips proceeding from the heavy duties and the mode of collecting them, a treaty was concluded between Earl Cornwallis, governor-general of India, and the nabob, whereby it was agreed, that all duties ſhould be paid agreeable to the tenor of cuſtom-houſe paſſes, certifying the quantity or value, which ſhould be given to all perſons conveying goods from the one territory to the other. The rates of duties on the various ſpecies of goods were condeſcended upon: and penalties of double duties were denounced againſt merchants attempting to evade payment, and much more rigorous penalties againſt revenue officers guilty of oppreſſion.

September—Captain Read, the commander of an American ſhip in the Eaſt-India trade, arrived at Philadelphia from a voyage to China, wherein he had performed the outward paſſage by ſtretching from the Cape of Good Hope to the ſouth part of New Holland *, and along the eaſt ſide of that vaſt iſland. The officers of the European ſhips at Canton were much ſurpriſed to ſee a ſhip arrive in December, and expreſſed great ſatisfaction, when he ſhowed them the track of his new route.

About the ſame time a ſilver mine was diſcovered near Eſopus in the ſtate of New York, and another at Conway in Maſſachuſet's bay.

It is worthy of obſervation that orders were ſent from Paris to Mr. Wilkinſon, a gentleman of great eminence in the iron manufacture, for iron pipes to the extent of no leſs than *forty miles*, to be uſed in ſupplying that capital with water.

The knowlege of the furs of the ſea-otter, and of the great profits to be made by them, obtained by means of Captain Cook's laſt voyage, excited a ſpirit for ſending veſſels to the north-weſt coaſt of America, the country where thoſe pretious furs are to be found. In the year 1781 Mr. Bolts, whom I have already had occaſion to mention as the conductor of an Auſtrian project of colonization on the eaſt coaſt of Africa, fitted out the Cobenzel, an armed ſhip of 700 tuns, for that trade, to ſail from Trieſte under Imperial colours. This capital ſhip was to be accompanied by a tender, and to carry out men of eminence in every department of ſcience: and the favour of the various maritime powers of Europe was promiſed to the navigators, who were to engage in a voyage of ſcientific, as well as commercial, purſuits. But the expedition, ſo promiſing in every reſpect, except perhaps in the too great ſize of the ſhip, was fruſtrated by means of ſome intereſted manœuvres at the court of Vienna.

After this abortive attempt, the firſt veſſel, that actually accompliſhed a voyage in that trade, was a ſmall brig, fitted out from Canton by the

* The land, which was then called the ſouth part of New Holland, is now (1800) known to be a conſiderable iſland with a roomy channel between it and the main land, which, from the name of the gentleman who ſurveyed it, is called Baſſe's ſtraits.

Britiſh merchants ſettled there in the year 1785 under the command of Captain Hanna *, whoſe ſucceſs encouraged the gentlemen concerned to fit him out again with a larger veſſel: but the proceeds of this more expenſive undertaking were inferior to that of the preceding one. Theſe attempts, however, excited the emulation of other Britiſh merchants in Bengal and Bombay, from each of which two ſhips were this year diſpatched on the fur trade: and even the Portugueſe in India were rouſed from their ſlumber of two centuries to attempt a participation of this lucrative traffic.

It was alſo in 1785 that Mr. Etches and ſome other merchants in London formed themſelves into a partnerſhip, under the name of the *St. George's ſound company*, for carrying on a fur trade from the north-weſt coaſt of America to China, and ſent out their two firſt veſſels under the command of Captain Portlock and Captain Dixon, having procured licences from the South-ſea company, and the Eaſt-India company, who engaged to freight their veſſels homeward from China. Both theſe commanders had circumnavigated the globe under the immortal Cook, and they now again made the circuit of it in this commercial undertaking.

From the account of the voyage publiſhed by Captain Dixon we have the following ſummary of the proceeds of the furs, procured in the ſeveral voyages in that trade, at Canton in China down to the year 1788.

Years.	Veſſels.	Commanders.	Furs.	Amount in Spaniſh dollars.
1786	Brig	Hanna	560	20,600
1787	Ship Boussole	De la Perouse	600	† 10,000
	Ship Astrolabe	De Langle		
	Snow Sea-otter	Hanna	100 at 50 dollars and 300 pieces	8,000
	Snow Captain Cook	Lorie	604	24,000
	Snow Experiment	Guise		
	Ship King George	Portlock	2,552 and other furs	‡ 54,875
	Snow Queen Charlotte	Dixon		
	Snow Nootka	Meares §	267 from 5 to 70 dollars 50 prime at 91 and ſundry other furs	14,242
1788	Ship Imperial eagle	Berkley	800 valued at	30,000
	and there were ſent from California by the Spaniſh priests ‖		1,700 not ſold when Portlock and Dixon left China.	

* So it is ſtated in the introductory part of Portlock and Dixon's voyage; but I obſerve, that the New annual regiſter for 1785 ſays, that Captain Richardſon in the Bellona had ſailed in the year 1784 on a voyage to Malacca and China, whence he was to proceed to the coaſt of America in purſuance of the plan propoſed by Captain King in his laſt voyage with Captain Cook.

† The account of furs belonging to theſe two French ſhips, erroneouſly ſtated by Dixon, is corrected from Perouſe himſelf. They were left at Macao to be ſold, not, as Captain Dixon ſuppoſed, for account of the two captains, but for the benefit of the whole crews of the two frigates. Mr. De la Perouſe obſerves, that the price was now reduced to a tenth of what it was, when Meſſieurs Gore and King brought the firſt ſpecimens of the article to China. [*Perouſe's Voyage, V.* i, *pp.* 495, 517 *of Engliſh tranſlation*, 1799.]

‡ Captain Portlock, in the concluſion of his account of the voyage, ſays, that the ſkins ſold ſo low in conſequence of the ſales being, by agreement at home, put into the hands of the Eaſt-India company's ſupercargoes, whereby they averaged leſs than 20 dollars each, though prime ſkins ſold from 80 to 90 dollars, when they arrived at Canton.

§ Some farther account will be given of Captain Meares's voyage.

‖ In September 1786, when Mr. De la Perouſe was at Monterey in California, an agent, or commiſſioner, was preparing to ſet out for China, in order to ſettle a treaty or correſpondence reſpecting the trade in ſea-otter furs.

The Ruſſians have alſo engaged in this trade, in which they have advantages over all other European adventurers: but they never carry their furs to Canton, and the quantity is unknown.

From the above account it appears, that, though the value at Canton, the only market to all nations except the Ruſſians, be very high, when compared with the coſt of the articles given in exchange for the furs to the American Indians, yet the whole amount of the ſales is ſcarcely adequate to the expenſe of the outfits, eſpecially from Britain, and that it will probably never be any great object to individuals, and far leſs a great national object.

Some further account of this trade, and of the quarrel it almoſt engaged us in with the court of Spain, with the ſubſequent negotiations, will be given hereafter.

About this time a number of new experiments were made upon the materials and the conſtruction of veſſels, both for inland and ocean navigation. In the preceding year Mr. Wilkinſon, the proprietor of a very extenſive iron work, conſtructed a barge for the Birmingham canal navigation of 70 feet long and 6 feet 8½ inches wide, of iron plates, which could ſwim in 8 or 9 inches of water, and carry 32 tuns of goods: and this year a ſimilar barge was conſtructed at Shrewſbury. A veſſel with a bottom entirely of copper, without any plank, was built laſt year, and another of the ſame metal in the year 1789. At Leith a veſſel was built with two bottoms; or rather two very narrow veſſels were joined together by the beams of the lower and upper decks. She had five maſts, and was furniſhed with five wheels, under the lower deck and between the two bottoms, which were intended to make way in a calm, or againſt the wind; and it was expected, that the double hold ſhe had of the water would enable her to carry an extraordinary quantity of canvaſs with very little heeling. But in a paſſage, which ſhe made to Peterſburg, the two bottoms were found to act as levers againſt each-other, not merely in keeping her ſtiff (or upright), but alſo in ſtraining the whole frame, whereby ſhe was ſo much injured, that nobody cared to venture home in her, and ſhe was left in Ruſſia *.

* A ſlight ſketch of this double ſhip may be ſeen in the Gentleman's magazine, 1788, p. 1069.

By desire of the committee of the privy council for trade, the inspector-general of imports and exports laid before them

A comparative view of the produce imported into Great Britain from the British West-India islands and settlements in the years 1787 *and* 1788 *.

Imports in 1787 from	Sugar, cwt.	Rum, gal.	Cotton, lb.	Coffee, cwt.	Ginger, cwt.	Miscellaneous, value, £ sterling.	Total value of imports from each colony, £ sterling.
Jamaica	824,706	1,890,540	1,899,987	3,707	3,554	195,164	1,585,667
Tortola	78,749	517	287,577	1		12,284	130,152
Anguilla	2,130	106	109,407			231	6,701
St. Christophers	231,398	78,299	484,640	86		12,169	352,192
Nevis	72,475	2,884	22,486			1,418	102,038
Montserrat	35,850	1,522	69,486			260	51,924
Antigua	254,575	128,936	131,010			6,907	374,097
Dominica	58,665	1,492	961,066	17,388	161	12,769	246,375
St. Vincents	64,449	15,766	760,380	632		2,931	122,736
Grenada	172,880	102,590	2,030,177	8,550	6	14,804	394,265
Barbados	130,242	28,689	2,640,725		5,437	4,701	288,327
Bay of Honduras			200			79,761	79,767
Musquito shore						15,206	15,206
Totals in 1787 †	1,926,121	2,251,343	9,397,141	30,365	9,159	358,606	3,749,447
Imports in 1788 from							
Jamaica	1,124,017	2,917,797	3,500,272	6,917	3,893	178,363	2,141,284
Tortola	84,514	1,484	125,937			12,260	132,920
Anguilla	3,728	107				1,267	6,402
St. Christophers	187,379	171,658	296,362			6,924	288,989
Nevis	30,050	13,348	23,114			1,715	44,893
Montserrat	25,113	13,451	138,617			209	40,336
Antigua	181,813	246,800	153,363			10,027	287,944
Dominica	47,610	5,424	970,362	14,998	174	10,422	212,777
St. Vincents	76,635	18,098	1,172,483	784	53	1,992	152,385
Grenada	193,783	229,577	2,875,043	9,584	4	13,042	471,211
Barbados	110,955	28,697	2,362,829		5,523	10,681	255,316
Bay of Honduras						217,582	217,582
Musquito shore						1,838	1,838
Totals in 1788	2,065,700	3,646,442	11,618,382	32,283	9,647	466,322	4,253,879

The value is here rated at custom-house valuation. The real selling prices are considerably higher.

A navigable communication was made between Donnington-wood canal and the River Severn in Shrop-shire. The chief reason of mentioning it, is that the barges on it are raised to 455 feet of perpendicular ascent, not by a great number of locks, but by means of three inclined planes, whereof

the upper one has 122 feet of ascent with 960 feet in length,
the middle one 126 1758,
and the lower one 207 900.

Upon these planes the vessels are towed up by the power of fire engines: and this method is found more economical than the elevation by locks.

* This account was added to the Report upon the slave trade, part iv, n°. 26, after the other accounts were printed off.

† Some trifling differences may be found between the totals and the particulars, which proceed from the odd pounds, &c. in the quantities, and the shillings and pence in the valuations, being omitted in this extract.

The following is a continuation of the view of the ſhipping employed in the Greenland whale fiſhery, and of the ſums expended in bounties for the encouragement of it after the year 1770. (See V. iii, p. 511).

From England.							From Scotland.				
Veſſels.	Tuns.	Bounty paid.			Years.		Veſſels	Tuns.	Bounty paid.		
50	14,700	£27,891	7	6	Bounty at 40s. per tun.	1771	9	2,797	£5,595	0	0
50	15,378	29,089	12	11		1772	9	2,797	5,595	0	0
55	16 712	31.231	13	9		1773	10	3,016	6,033	0	0
65	19,770	37,863	2	6		1774	9	2,773	5,547	0	0
96	29,131	54,978	13	10		1775	9	2,773	4,503	0	0*
91	27,047	52,028	3	1		1776	7	2,251	4,503	0	0
77	21,917	30,942	5	3	30s.	1777	7	2,251	2,880	15	0
71	20,291	29,280	8	4		1778	5	1,587	1,923	15	0
59	16,907	25,294	16	1		1779	3	957	1,435	15	0
52	14,900	21,584	12	4		1780	4	1,282	1,923	15	0
34	9,859	14,379	12	4		1781	5	1,459	2,189	5	0
38	11,122	21,156	2	2	40s.	1782	6	1,764	2,190	0	0
47	14,268	27,017	12	6		1783	4	1,095	2,190	0	0
89	27,224	53,162	2	1		1784	7	2,047	4,094	10	0
136	41,741	84,122	6	2		1785	13	3,865	7,729	16	0
162	49,426	101,996	9	6		1786	23	6,997	13,993	19	4
219	64,280	95,038	17	1	30s.	1787	31	9,057	13,454	19	6
216	63,399	93,768	0	9		1788	31	8,910	13,230	3	6

War appears to have had a conſiderable effect in diminiſhing the number of the Britiſh whale-fiſhing veſſels. But the whale fiſhery of the Dutch, when they are at war with Great Britain, is *totally ſuſpended*, or carried on under neutral flags.

The following view of the progreſs of the Southern whale fiſhery of England from its commencement ſhows the number and tunnage of the veſſels employed, the quantity of oil, &c. produced by it, and alſo the bounties paid for the encouragement of it. Till the year 1781 all the veſſels belonged to London. No veſſels have ever been fitted out from Scotland for this fiſhery.

Years.	Veſſels.	Tuns.	Bounty paid.			Sperma-ceti oil, tuns.	hhd.	gal.	Whale fins, cwt.	qr.	lb.	Seal skins, number.
1776	12	1,977				50	0	0	15	0	0	
1777	13	2,103	£2,400	0	0	314	0	0	160	0	0	
1778	19	3,038	1,500	0	0							
1779	4	467	500	0	0	400	0	0	120	0	0	
1780	7	771	2,000	0	0	98	0	0				
1781	6	757	1,400	0	0	315	0	0	7	0	0	
1782	6	910	1,400	0	0	71	0	0				
1783	9	1,040				162	0	0				
1784	6	4,070	3,600	0	0	4,680	0	0	56	0	0	
1785	11	1,890	1,700	0	0	626	3	41	37	1	11	
1786	0	0	2,400	0	0	1,113	0	7	357	2	0	772
1787	28	5,639	5,500	0	0	2,184	1	25	1,389	1	38	14,280
1788	42	8,637	3,900	0	0	3,270	1	33	1,846	3	2	64,256

* In this and ſome of the following years the bounty on the Scottiſh veſſels does not correſpond with the tunnage: and the reaſon is, that ſome of the veſſels were loſt in the Greenland ſeas, one was taken, and one forfeited the bounty by not ſailing in due time. Alſo veſſels above 300 tuns, which were not employed in the Greenland fiſhery before December 1786, thenceforth received bounty only for 300.

The veſſels employed in theſe two branches of the whale fiſhery, and the official value of their acquiſitions, after this year will be found in the annual general accounts of ſhipping and imports.

The following is an account of the veſſels belonging to the Britiſh dominions *, with their *regiſtered* tunnage, and uſual number of men, on the 30th of September 1788.

	Veſſels.	Tuns.	Men.
England	9,358	1,055,299	79,859
Scotland	1,864	149,185	13,236
Ireland	1,016	60,777	6,055
Colonies	1,368	84,426	7,442
Guernsey, Jersey, &c.	158	11,641	1,073
Mann	63	2,160	260
	13,827	1,363,488	107,925
Of these there were	27	3,736	employed by government,
so that	13,800	1,359,752	were the real quantity of

shipping employed in the commerce of the British empire.

There were entered this year in all the ports of Great Britain, from and to foreign countries, including repeated voyages,

	British		Foreign		Total	
	Veſſels.	Tuns.	Veſſels.	Tuns.	Veſſels.	Tuns.
Inward	11,121	1,328,041	1,830	230,131	12,951	1,558,172
Outward	12,936	1,411,689	969	128,997	13,905	1,540,686

The net revenue of the cuſtoms, including the West-India four-and-a-half-per-cent duty, paid into the exchequer in the course of this year, was

from the cuſtom-houſe in London	£3,720,770	5	3
and from the cuſtom-houſe in Edinburgh	60,000	0	0
Total net revenue of the cuſtoms of Great Britain	£3,780,770	5	3

There were coined at the mint, in the course of the year,

78,420 pounds of gold, value	£3,664,174	10	0

and no silver.

* The veſſels belonging to Britiſh ſubjects in India are not included in this account, and they are not permitted, unleſs under particular circumſtances and with expreſs licences, to come on this ſide of the Cape of Good Hope; though, in the words of a great ſtateſman, 'the Britiſh territories 'in India are under the ſovereignty of Great Brit-'ain, and the ſhips built there are equally entitled 'to all the privileges of Britiſh-built ſhipping with 'thoſe built in the Weſt-Indies or Canada, or any 'other foreign dependencies of the empire.' [*Mr. Dundas's Letter to a committee of the ſhipbuilders, 1st July* 1797.]

The official value of the imports and exports of Great Britain during the year 1788 was as follows.

Countries, &c.	Imported into ENGLAND.	Imported into SCOTLAND.	Exported from ENGLAND. *British merchandize.*	Exported from ENGLAND. *Foreign merchandize.*	Exported from ENGLAND. *Total.*	Exported from SCOTLAND. *British merchandize.*	Exported from SCOTLAND. *Foreign merchandize.*	Exported from SCOTLAND. *Total.*
Denmark, &c.	102,661 11 10	24,593 18 4	112,638 9 8	134,296 18 2	246,935 7 10	16,706 7 8	3,323 17 6	20,030 5 2
Russia -	1,629,675 4 11	286,546 3 3	244,648 9 7	83,972 11 0	328,621 0 7	28,383 17 5	1,280 15 1	29,664 12 6
Sweden -	221,110 13 7	37,421 19 7	38,636 0 0	20,527 8 1	59,163 8 1	2,782 16 4	104 9 7	2,887 5 11
Poland and Prussia	399,634 9 4	63,308 16 0	80,773 10 7	61,814 19 11	142,588 10 6	3,203 5 4	335 17 1	3,539 2 5
Germany -	426,136 0 6	22,727 4 1	683,387 4 7	738,449 4 1	1,421,836 8 8	8,863 13 0	42,609 0 1	51,472 13 1
Holland -	264,912 11 0	121,687 7 7	664,136 8 9	419,702 17 4	1,083,839 6 1	97,483 8 5	114,895 13 10	212,379 2 3
Flanders -	100,346 15 0	1,843 5 6	403,419 19 5	453,524 11 3	856,944 10 8	1,250 11 7	9,896 7 11	11,146 19 6
France -	436,635 3 9	16,351 0 1	881,513 10 0	363,508 13 11	1,245,022 3 11	2,586 17 1	12,063 4 9	14,650 1 10
Portugal -	582,325 13 5	26,401 7 6	650,878 16 1	37,671 10 2	688,550 6 3	149 14 1	57 9 6	207 3 7
Madeira -	7,320 4 8	1,159 0 8	26,079 14 7	5,221 12 6	31,301 7 1	1,579 4 1	109 13 0	1,688 17 1
Spain -	778,865 15 1	17,868 8 10	605,530 3 10	59,338 14 2	664,868 18 0	6,374 12 8	61 15 1	6,436 7 9
Canaries -	14,113 10 0	4 13 5	6,860 3 6	145 18 2	7,006 1 8			
Straits -	1,632 14 2		254,539 15 7	253 10 0	254,793 5 7			
Gibraltar -	4,140 4 10		44,301 4 7	36,554 4 0	80,855 8 7	657 18 3		657 18 3
Italy -	599,706 0 10	9,937 6 6	589,307 7 10	128,765 6 5	718,072 14 3	9,929 2 1	2,065 16 11	11,954 19 0
Venice -	53,637 18 0		7,985 2 10	6,725 10 11	14,710 13 9			
Turkey -	183,335 9 2		26,522 17 0	21,315 3 4	47,838 0 4			
Ireland -	1,862,426 13 5	322,537 2 3	1,245,360 1 10	851,570 12 11	2,096,930 14 9	176,927 19 5	151,041 12 11	327,969 12 4
Mann -	19,087 8 6	1,199 4 10	15,581 7 9	15,920 0 9	31,501 8 6	1,535 18 5		1,535 18 5
Guernsey, &c.	39,948 18 8	230 15 1	62,955 13 1	14,469 11 7	77,425 4 8	2 5 0		2 5 0
Greenland -	137,305 0 2	23,304 16 0	30 0 0	2,397 7 6	2,427 7 6		114 13 6	114 13 6
America. United states	883,618 10 11	140,171 2 1	1,533,126 13 4	176,801 8 5	1,709,928 1 9	149,461 11 9	26,752 9 4	176,214 1 1
America. British colonies	246,021 4 6	3,479 9 11	636,545 16 3	199,393 6 4	835,939 2 7	43,679 11 7	15,774 17 9	59,454 9 4
West-Indies. British -	3,705,940 17 10	347,213 10 5	1,243,818 2 9	198,641 1 11	1,442,459 4 8	235,162 11 9	21,269 0 2	256,431 11 11
West-Indies. Foreign	306,549 8 10	8,129 1 9	24,685 17 1	2,834 13 10	27,520 10 11	640 16 0		640 16 0
Asia -	3,453,897 3 5		1,354,486 2 3	76,147 1 1	1,430,633 3 4			
Africa -	90,069 1 3		499,609 3 1	235,837 18 9	735,447 1 10			
Totals. -	16,551,054 7 7	1,476,115 13 8	11,937,357 15 10	4,345,801 16 6	16,283,159 12 4	787,362 1 11	401,716 14 0	1,189,078 15 11

Summary.

		Imports	Exports: *British merchandize.*	Exports: *Foreign merchandize.*	Exports: *Total.*
England		£16,551,054 7 7	£11,937,357 15 10	£4,345,801 16 6	£16,283,159 12 4
Scotland		1,476,115 13 8	787,362 1 11	401,716 14 0	1,189,078 15 11
Totals -		£18,027,170 1 3	£12,724,719 17 9	£4,747,518 10 6	£17,472,238 8 3

1789—Hitherto the tea, purchaſed for our Eaſt-India company at Canton in China, was chiefly paid for in ſilver, carried from this country or from Bengal; while the Dutch made a very profitable trade of carrying tin to the ſame port from their ſettlement of Palambang on the eaſt ſide of Sumatra *. The directors of our Eaſt-India company now reſolved to participate with the Dutch in the ſale of an article, which was the chief ſtaple of the very firſt commerce of the Britiſh iſlands: and in about a year from the commencement of this new trade 2,000 tuns of tin, valued at £120,000, were ſhipped by them for China †.

The illwill engendered by the American war was now turned into friendſhip and harmony between Great Britain and the American ſtates, the influence of which extended to the moſt diſtant Britiſh poſſeſſions. Earl Cornwallis, governor-general of India, about the beginning of this year, or the end of the laſt, gave orders, that American veſſels ſhould be treated at the company's ſettlements in all reſpects as the moſt favoured foreigners. The ſhip Cheſſapeak, the firſt American that was allowed to trade, or to ſhow her colours, in the River Ganges, was moreover favoured by the ſupreme council of Bengal with an exemption from the government cuſtoms, which all foreign veſſels are bound to pay.

The art of multiplying and perpetuating the productions of the pencil by prints from engraved copper-plates, 'the moſt ſecure depoſitory 'for after ages,' as Sir Robert Strange very juſtly obſerves, 'of what-'ever is truely great, elegant, or beautiful,' was long confined to the continent, and flouriſhed chiefly in France and the Netherlands. Mr. Anderſon, after quoting Guicciardini's account of the flouriſhing ſtate of the arts and manufactures in the Netherlands about the year 1410, adds, that France ſtill poſſeſſes a pre-eminence in the art of engraving. And indeed, when Anderſon wrote, the buſineſs of the principal dealers in prints in this country was to procure prints from the continent, not only for the collections of men of taſte, but even for ornamental furniture, our native productions for the later being chiefly mezotintos, which, with a few exceptions, were of a very inferior degree of merit. But in the few years, which have elapſed ſince Anderſon finiſhed his work, a change has been produced in the ſtate of the art of engraving, which renders it an object of commercial hiſtory.

The firſt ſucceſsful efforts to raiſe Britiſh engravings to well-merited fame were made by Sir Robert Strange, whoſe works, chiefly copied

* The Dutch at Palambang receive the tin from Banca, a conſiderable iſland adjacent to that ſettlement. According to Raynal they get annually 1,500,000 lb. of it from that iſland. [*Hiſt. phil. et pol. V.* i, *p.* 273, *ed.* 1782.] It is probable that the competition of our company has leſſened the demand.

† This was apparently the revival of an old branch of trade. In a publication of the year 1677, quoted by Mr. Anderſon, we find that tin then formed a part of the company's exports. The reader may recollect, that in antient times the Egyptian-Greek ſubjects of Rome carried tin (moſt probably Britiſh) from Egypt to Arabia and India.

from thoſe of the moſt illuſtrious painters of Italy, are univerſally known and admired *. But his meritorious exertions were confined to the labours of his own hands: and ſeveral years elapſed, before the productions of our engravers came to be in general eſtimation, either at home or in foreign countries. It was reſerved for the ſpirit and perſevering zeal of Alderman Boydell to turn the balance of chalcographic fame, and of the conſequent commercial advantages, in favour of Great Britain.

That gentleman, who began buſineſs as an importer of foreign prints, chiefly from France, made it the great object of his unceaſing endeavours to call into action, and into view, the talents of the moſt promiſing painters and engravers of this country; in ſhort, to create a BRITISH SCHOOL OF HISTORICAL PAINTING, and a BRITISH SCHOOL OF ENGRAVING. His patriotic zeal and attention, and his liberal patronage of riſing genius, have been crowned with the deſerved ſucceſs: and he has had the ſatisfaction to ſee Britiſh artiſts elevated from humiliating inferiority to acknowleged ſuperiority over the rival artiſts of the continent, and Britiſh prints ſought for in every part of the globe enlivened by any rays of taſte and ſcience †. With reſpect to the trade with foreign nations in the article of prints, the imports, which uſed to be conſiderable, are now ſo ſmall, and the exports ſo great, that the value of the later is eſtimated to be to that of the former as five hundred to one; a circumſtance, which, if we conſider fine prints merely as a manufacture, is of conſiderable importance in a commercial view. And conſequences vaſtly more important may be expected to flow from it: for if a country ſo far abounds with the works of art as to attract the viſits of foreigners, the money expended by them during their reſidence becomes the ſmalleſt part of the national advantages derived from ſuch viſits: they acquire a taſte for the manufactures, and carry home to their own countries the choiceſt ſpecimens of them, whereby they acquire more extenſive celebrity, and conſequently a greater ſale, than they could otherways have had. But, independent of every conſideration of profit, the honour conferred upon the country by ſo remarkable a reflux in the buſineſs of fine prints muſt give real pleaſure to every well-wiſher to the proſperity of Great Britain.

Mr. Boydell, having publiſhed ſeveral capital prints, and collections

* In the year 1761 Mr. Strange's own merit procured him the intereſt of Prince Rezzonico, who prevailed on his uncle, the pope, to permit him to erect ſcaffolding in order to copy the paintings of Rafael, though an edict was then in force againſt the erection of any ſcaffolding. By the ſight of his works he alſo ſurmounted ſimilar obſtructions to the progreſs of his ſtudies at Naples. And both the pope and the king of Naples aſſigned handſome apartments in their own palaces to our Britiſh artiſt.

† As one article makes way for another, it is worthy of obſervation, that the gentlemen of the embaſſy to China in the year 1792 found the ſhops in Rio Janiero filled with Britiſh manufactures, among which even the caricature prints, which here live but a few days, were expoſed for ſale along with other Britiſh prints of more value. [*Staunton's Embaſſy to China*, *V.* i, *p.* 177.]

of prints, with increaſing ſatisfaction, honour, and advantage, to himſelf and the artiſts, and being deſirous of obviating a reflection of foreigners, that the talents of our beſt artiſts were entirely thrown away upon portraits, conceived the great deſign of erecting a gallery for the depoſit of a magnificent collection of hiſtorical pictures, the ſubjects of which ſhould be taken from the principal ſcenes of Shakſpeare, to be painted by the firſt artiſts of the kingdom. It is worthy of remark, that theſe pictures are entirely free from that uniformity which marks the works of the Roman, the Venetian, or the Flemiſh, ſchools, every one of the painters having choſen his own diſtinct road to fame *. And it is no ſmall ſatisfaction to be able to ſay, that the aſſemblage of paintings, already executed in purſuance of this plan, has been pronounced by connoiſſeurs not inferior to many of the celebrated collections of Italy.

Connected with this temple, dedicated to the memory of the great father of the Engliſh theatre, was Mr. Boydell's plan of publiſhing, in conjunction with his nephew Mr. Joſiah Boydell and Mr. Nicol his majeſty's bookſeller, an edition of Shakſpeare, which ſhould combine the utmoſt poſſible excellence of the paper-maker's, the letter-founder's, and the printer's, arts with the moſt perfect ſpecimens of hiſtorical engraving compriſed in an appropriate ſet of prints, executed by the moſt eminent engravers; a monument to the honour of the immortal bard, capable of conveying his fame, together with that of the undertakers, of the ſeveral artiſts, and of the Britiſh nation, to the remoteſt corners of the habitable earth.

Thus have a few private individuals in this commercial nation, relying on the well-merited ſupport of the public, accompliſhed, in comparatively a few years, what in other countries has only been effected by the continued munificence of ſucceſſive ſovereign princes commanding the treaſures of their dominions.

May 19th—The tax impoſed upon ſhops by the act *25 Geo. III, c.* 30, againſt which the ſhopkeepers had never ceaſed to remonſtrate, and for the repeal of which Mr. Fox had regularly made an annual motion, was now totally repealed. [29 *Geo. III, c.* 9.]

The king was empowered to permit, by an order in council, the importation of bread, flour, Indian corn, and live ſtock, in Britiſh veſſels from the United ſtates for the ſupply of the province of Quebec, and the countries adjacent to the Gulf of St. Laurence, in times of ſcarcity, notwithſtanding the abſolute prohibition reſpecting the province of Quebec in the act (*c.* 6) of laſt ſeſſion †. [*c.* 16.]

* This remark was made by the late Sir Joſhua Reynolds.

† Such was the ſcarcity in Quebec, that Lord Dorcheſter, the governor, was under the neceſſity of permitting the importation of corn, bread, &c. from the United ſtates by his own authority. [See *Act* 30 *Geo. III, c.* 1.]

The act, 27 *Geo. III, c.* 38, for veſting the excluſive ſale of new patterns of printed linens, calicoes, &c. in the proprietors for a limited time, was continued in force till 1st July 1794. [*c.* 19.]

June 24th—A number of gentlemen having formed themſelves into a ſociety for the promotion of the fiſheries under the name of the Northumberland fiſhery ſociety, they were now incorporated, and empowered to ſubſcribe a capital joint ſtock, with the uſual privileges. [*c.* 25.]

July 13th—There was raiſed by a lottery this year the ſum of £771,562 : 10 : 0, whereof £271,562 : 10 : 0 became a clear profit to the public over paying the prizes. [*c.* 33.]

The ſum of £187,000 was alſo raiſed for the public ſervice upon the ſale of terminable annuities of £7 : 9 : 9 for every £100 ſubſcribed, to continue for 18¾ years after the 10th of October 1789. [*c.* 37.]

Another ſum of £1,002,500 was raiſed for the public ſervice by way of tontine, every ſubſcriber to which, for the ſum of £100 : 5 : 0, was to be entitled to an annuity upon the life of his nominee at a rate, proportioned to the age of the perſon, of from £4 : 3 : 0 to £5 : 12 : 0, with benefit of increaſe ariſing from ſurvivorſhip, till the annuity upon the original ſhare ſhould amount to £1,000 a-year, the exceſs then falling in to the public. [*c.* 41.]

The gentlemen, who contracted with government for the whole of the tontine, not being able to get it diſpoſed of in time, an option was afterwards given to the ſubſcribers to convert it into terminable annuities for ſixty-nine years.

The powers, given to the magiſtrates of the thriving port of Greenock by the act 13 *Geo. III, c.* 28, for the purpoſes of enlarging and improving the harbour, and amending the police of the town, were altered and enlarged. [*c.* 43.]

Doubts having ariſen, whether the ſeveral acts, which inflicted the puniſhment of death on ſuch as wilfully burn or deſtroy ſhips; or woolen, ſilk, linen, or cotton, goods in the looms, &c; or the tools and machines uſed in the fabrication of them, extended to Scotland, it was declared by act of parliament, that the perpetrators of ſuch crimes were equally liable to be puniſhed with death in either of the united kingdoms. [*c.* 46.]

The commiſſioners, appointed, by the act 26 Geo. III, c. 101, for erecting four light-houſes on various parts of the north coaſt, having completed them; and the one at the place called the Merchants on the ſouth-weſt point of Kentire, though very uſeful to veſſels coming from the weſt, being found to be of no ſervice to thoſe approaching the Firth of Clyde from the ſouth, they were now directed to build a light-houſe, either upon the ſouth end of the iſland of Arran, or upon the adjacent ſmall iſland of Plada, as ſhould be found moſt convenient. They were alſo empowered to erect other light-houſes, where neceſſary on the Scot-

tiſh coaſts, when the funds ariſing from the duties, already impoſed upon veſſels, ſhall enable them to defray the expenſes. [*c.* 52.]

A new ſet of regulations for the fiſheries was enacted. The liberty of drying fiſh upon the coaſt of Newfoundland was reſtricted to veſſels ſailing from the Britiſh dominions in Europe.—Veſſels employed in the whale fiſhery in the Greenland ſeas and Davis's ſtraits, and ſailing on or before the 10th of April, are declared capable of receiving the bounty, though they do not remain in thoſe ſeas longer than ſixteen weeks after the day of their ſailing from the ports at which they cleared out, and though they may not have obtained the quantity of oil, &c. required by the former act.—The three veſſels entitled to premiums by the act, c. 20 of laſt ſeſſion, for fiſhing for whales, &c. to the weſtward of Cape Horn, were not in future to be obliged to remain out longer than ſixteen months. [*c.* 53.]

The bounties on the exportation of linens, cotton goods, &c. granted by acts 23 Geo. III, c. 21 and 24 Geo. III, ſeſſ. i, c. 14, were continued till 25th March 1793. [*c.* 54.]

The following acts of parliament were continued for limited times, viz.

The act for encouraging the manufacture of ſail-cloth in Great Britain, continued till 29th September 1795.

So much of the act 8 Geo. I, c. 15, as relates to the encouragement of the ſilk manufacture, and to taking off ſeveral duties on merchandize exported, continued till 24th June 1795.

The act for the free importation of cochineal and indigo, continued till 29th September 1795.

The act for prohibiting the importation of books, reprinted abroad from books originally printed in Great Britain, continued till 29th September 1795.

The act for ſecuring the duties on foreign-made ſail-cloth, continued till 24th June 1795.

The act for prohibiting the importation of foreign-made ſilks and velvets, continued till 14th June 1795.

The act ſuſpending the duties upon the importation of tallow, hogs' lard, and greaſe, continued till 25th March 1791.

The act prohibiting the exportation of tools uſed in the iron and ſteel manufactures, continued till the end of the next ſeſſion of parliament.

The act for eſtabliſhing Clarke's hydrometer as the ſtandard for trying the ſtrength of ſpiritous liquors, continued till the end of the next ſeſſion of parliament. [*c.* 55.]

The act c. 6 of laſt ſeſſion having permitted the importation of ſeveral articles, therein enumerated, from the foreign Weſt-India iſlands into the Britiſh Weſt-India iſlands in caſes of urgent neceſſity, and merely for the ſupply of the particular iſlands into which they are imported,

the re-exportation of any ſuch articles was prohibited under the penalty of forfeiture of the veſſel and goods: and exporters of ſimilar articles were required to make oath that they were not ſo imported. [*c.* 56.]

The corn-factors in London and the ſuburbs were required to give weekly accounts to the inſpector of corn returns of the corn brought by ſea into the River Thames, and ſold by them, with the value, and the names of the purchaſers; from which he is to compute the average price of each ſpecies for London, Eſſex, Kent, and Suſſex. And when the price of any kind is above the rates ſpecified in the act [13 *Geo. III*, *c.* 43] for regulating the corn trade, ſuch corn may be imported into the ports of London, Eſſex, and Kent, on payment of the duties known by the name of the low duties: and the exportation, or prohibition of exportation, of Britiſh corn, and the bounties thereon, are regulated in the ſame manner. All the other maritime counties of England and Wales were divided into eleven diſtricts for the purpoſe of determining, in conſequence of returns made from them to the inſpectors of corn returns, the places in each diſtrict, where foreign corn may be imported on payment of the low duties, or Britiſh corn may be exported.—For the benefit of the Newfoundland fiſheries, 150 tuns of biſcuit and 100 quarters of peas are allowed to be exported from Greenock in any one year under the regulations of the act 14 Geo. III, c. 5. Starch is alſo allowed to be exported to all places, whatever the price may be. For the ſupport of the Britiſh ſettlers on the Bay of Honduras, limited quantities of flour, bread, peas, oatmeal, and barley, may be carried thither from any port of England under licences from the commiſſioners of the cuſtoms. In conſideration of the ſcarcity in the province of Quebec, 2,000 quarters of wheat, 2,000 ſacks of flour, and 8,000 quarters of peas, were permitted to be carried to that province, whatever price they might be at.—The duty upon the importation of rape ſeed from Ireland being regulated by the price, the corn-factors and importers of grain were directed to include the ſales of Britiſh rape ſeed in their weekly accounts tranſmitted to the receiver of corn returns in London; and the importation of it, and warehouſing it without payment of duty, were put under the ſame regulations as corn. [*c.* 58.]

Auguſt 11th.—The ſame drawbacks, which are allowed upon the exportation of tea to Ireland and the Britiſh colonies in America, were allowed on the exportation of it to Jerſey, Guernſey, Gibraltar, and any place on the continent of Europe, where a Britiſh conſul reſides, and alſo to Africa. [*c.* 59.]

The Eaſt-India company were empowered to add £1,000,000 to their capital ſtock by new ſubſcriptions, the preſent proprietors being entitled to a preference; and alſo to pay the ſame dividends on the additional, as on the former, ſtock. [*c.* 65] The company's ſtock by this addition was augmented to five millions.

The temporary act of laſt ſeſſion for regulating the ſlave trade was renewed for another year (till 1st Auguſt 1790); and ſome additions were made in order to prevent the abuſe of turning off the ſeamen in the Weſt-Indies, or treating them barbarouſly and ſtarving them, in order to force them to deſert their veſſels and forfeit their wages; one of which was, that the wages due to deſerters ſhould not, as formerly, ſink into the pockets of the owners, but be paid to Greenwich hoſpital. A form of the preſcribed articles and muſter-roll were annexed to the act. The former contained an obligation to pay the wages in ſterling value *, a table of the proviſions and liquor to be ſerved to every man onboard, a ſtipulation for a compenſation in money in caſe of a neceſſity for the crew to go upon ſhort allowance, and an obligation upon the commander to hire the natives to procure wood and water for his veſſel on the coaſt of Africa †, and to have proper awnings to protect the men from the weather. Alſo, in order to prevent the ſhip from running away from ſuch of the men as may happen to be on ſhore in the Weſt-Indies, the commander is obliged to looſe the fore top-ſail and fire a gun, as a ſignal for ſailing, four-and-twenty hours before he actually gets under way ‡. [*c.* 66] This act, with the articles and muſter-rolls, was renewed annually till the year 1799, when a permanent act, with ſome new regulations, apparently eſtabliſhed the ſlave trade as a regular and lawful branch of commerce.

The acts of parliament for preventing the fraudulent trade in tobacco had been attended with little ſucceſs: but it was expected, that that trade, which was now the principal object and dependence of the ſmugglers §, would be thrown entirely into the hands of the fair traders, if the manufacture of it were ſubjected to the viſitation of the officers of exciſe. The conſolidated duties upon tobacco and ſnuff were therefor divided, and the greateſt part put under the management of the commiſſioners of exciſe. It was enacted that the goods might be lodged in warehouſes immediately on their importation, and the whole of the duties might remain unpaid, till they ſhould be taken out. As a further curb upon ſmuggling, tobacco and articles manufactured from it, are not permitted to be imported from any part of the world but America (with an exception in favour of tobacco the produce of Spain, Portugal, and Ireland), nor in veſſels of leſs than 120 tuns burthen, nor in pack-

* It was but a poor excuſe to ſay, that payment in the provincial currency, inſtead of ſterling, was agreeable to the articles; becauſe, though the men had even read, or heard, the articles, many of them did not know the difference between ſterling money and provincial currency.—Forms of the old articles may be ſeen in the *Report of the privy council on the ſlave trade.*

† It appeared on the evidence of the ſurgeons, that theſe ſervices, requiring the men to be up to the middle in the water of the rivers, were the principal cauſes of the diſeaſes and mortality of the ſeamen in that murderous trade.

‡ It is neceſſary for the reader to remember, that ſlave ſhips carry out more than twice as many men as are neceſſary to work them on the homeward paſſage.

§ Mr. Pitt ſtated the quantity of tobacco annually ſmuggled into this country to be about ſeven millions of pounds.

ages containing leſs than 450 pounds in an entire undivided maſs: and the importation of tobacco ſtalks, tobacco-ſtalk flour, and ſnuff work, was totally prohibited. Any veſſel found hovering, or at anchor, within four leagues of the coaſt, and having tobacco or ſnuff onboard, weighing altogether more than 100 pounds over the allowance of 5 pounds for each man onboard, is liable to ſeizure and condemnation. American tobacco muſt be imported direct from the place of its growth, either in Britiſh veſſels navigated according to law, or in veſſels belonging to the United ſtates, whereof the commander and three fourths of the crew are ſubjects of the ſtates. Tobacco, lawfully imported in Britiſh veſſels from the United ſtates into the Britiſh Weſt-India iſlands, may be imported thence into Great Britain, the names of the veſſels and their commanders, by whom it was carried to the Weſt-Indies, being expreſſed in the manifeſt of the veſſel which brings it home. No tobacco or ſnuff is allowed to be imported into any other ports of Great Britain than London, Briſtol, Liverpool, Lancaſter, Cowes, Falmouth, Whitehaven, Hull, Port-Glaſgow, Greenock, and Leith, on pain of forfeiture of veſſel and cargo. But veſſels loaded entirely with tobacco may enter the ports of Cowes and Falmouth, and there remain fourteen days waiting for orders, without being ſubject to the regulations of this act.—Damaged tobacco, which the importer is unwilling to pay the duties upon, or to export, muſt be burnt.

The act, which conſiſts of 173 ſections, contains a vaſt multiplicity of precautions, penalties, and regulations, to prevent frauds in landing, reſhipping, and manufacturing, tobacco and ſnuff, and alſo to prevent the adulteration of them; all the minutiæ of which muſt be known to thoſe concerned; but they would be little intereſting to others. The drawbacks of cuſtom and exciſe, allowed upon exportation, are alſo ſpecified. [*c.* 68.]

There ſeems to be ſufficient proof, that there is a very excellent fiſhing bank running, apparently, parallel with the weſt coaſt of Ireland, and thence ſtretching northward on the outſide of the Weſtern iſlands by Hirta (erroneouſly called S^t. Kilda) and Rona to Shetland, and perhaps to Fœroe and Iceland. About two centuries ago Admiral Sir William Monſon caught great quantities of the beſt cod and ling upon this bank, which he deſcribes in his *Naval tracts*; and he obſerves, that it had been neglected for above a hundred years *. The ſouthern extremity of this bank, lying off the ſouth-weſt part of Ireland, is regularly reſorted to by fiſhing veſſels from Kinſale. But the poſition of the reſt of it is not aſcertained with ſufficient preciſion to enable the fiſhermen to ſteer for it, though ſeveral veſſels in the American trade have ſtruck ſoundings upon it, and Mr. Bachop of Londonderry about the year

* Is there any other authority than this obſervation of his for its having been known or frequented 100 years before his time?

1756 caught cod upon it, about 22 leagues north-weſt of Tory iſland. Mr. Murdoch Mackenzie, when making his maritime ſurvey of the coaſt of Ireland in the year 1769, fell in with it off the coaſt of Mayo, and caught cod, ling, and holly, as faſt as the lines could be let down. Captain Huddart, when employed on a ſimilar ſurvey in the year 1777, fell in with the bank to the weſtward of Ilay, where he found the cod as plentiful, and as good, as at Newfoundland: and from his obſervations in that, and a ſubſequent ſurvey made this year, that gentleman gave it as his opinion to the committee of the houſe of commons, that cod may be caught in great abundance between the Weſtern iſlands and St. Kilda (Hirta) and the coaſt of Ireland; that in many other places on the weſt coaſt the ground is very favourable for catching cod, and that thoſe caught in 30 or 40 fathoms of water are in ſeaſon and fit for curing from May till November. Captain Huddart upon this occaſion drew a chart of the Weſtern iſlands with the adjacent coaſts of Scotland and Ireland, which muſt be very uſeful to the fiſhermen and navigators among thoſe iſlands.

Some of the gentlemen engaged in the fiſhery at Yarmouth began in the year 1787 to fit out veſſels for proſecuting the herring fiſhery, agreeable to the act 26 Geo. III, c. 81. Their fiſhermen proceeded to Shetland, and ſometimes ſo far beyond it, that they fell in with floating ice. They followed the Dutch method of ſhooting their nets in deep water from the veſſels, and not in lochs or bays from their boats, as the Britiſh buſs-fiſhers do. In the ſecond and third years of their fiſhing they believed their herrings to be nothing inferior to thoſe of the Dutch in reſpect to curing; and they ſent the moſt of them to Hamburgh, where, happening to be the firſt that arrived, they brought a price equal to that of the early Dutch herrings, and, after the arrival of the Dutch, they were ſtill able to ſtand the competition with them. This year ſome of the Yarmouth pickled herrings were ſent even to Roterdam; and the owners had no reaſon to complain of their ſales. But the expenſe of this mode of fiſhing, though it had hitherto been attended with ſuch auſpicious proſpects, being greater than the uſual returns could indemnify, and the adventurers being diſappointed in obtaining the bounties they thought themſelves entitled to, they gave it up *.

Notwithſtanding the efforts of the antients and the wiſhes of the moderns, the whole interior of the vaſt continent of Africa ſtill remained unknown to the people of Europe. A few noblemen and gentlemen, deſirous of reſcuing the age from a charge of ignorance, which in other

* Mr. Barker, the author of the information reſpecting this ſhort-lived diſtant fiſhery, obſerved, 'That the deep-ſea fiſhing has the following advantages, although the expenſe of carrying it on is greater than fiſhing by boats near the ſhore; firſt, the earlieſt herrings are caught in the deep ſea; ſecond, they are fuller of fleſh, in more perfection, and cure better; and third, this fiſhing can be carried on every year, although the herrings do not every ſeaſon come near the particular ſhores or bays, where they are uſually expected.' [*Report on the Britiſh fiſheries*, 1798, *p.* 145.]

reſpects belongs ſo little to its character, formed themſelves (9th June 1788) into *an aſſociation for promoting the diſcovery of the interior parts of Africa by perſons properly qualified.* Of the two firſt miſſionaries ſent out by them, Mr. Ledyard, a man whoſe zeal and capacity marked him as born for ſuch enterpriſes, unfortunately died at Cairo in Egypt, when juſt ready to enter upon the unknown regions to the weſtward of that country: the other, Mr. Lucas, was prevented by a war in the country from proceeding to Fezzan, and returned to England. Mindful, however, of the object of his miſſion, he had procured conſiderable information from the traders concerning the ſtate of the ſeveral countries, and of their commerce.

Such information will at preſent be at leaſt amuſing: and it may, perhaps, hereafter be really uſeful to know the nature of the trade carried on in the heart of Africa, which Mr. Beaufoy (who drew up the account of the proceedings of the aſſociation), ſcarcely leſs ſanguine than Mr. Vaſſa, (ſee above, p. 143) conſiders as capable of adding a hundred millions of conſumers to the trade of this country; for he thinks, that, where the merchants of Fezzan can make a profit on the ſale of European goods, which they muſt buy at a very advanced price at Tripoli, Britiſh traders may have ſuch advantages 'as few commercial adven-'tures have ever yet been found to yield.' Nor need they doubt of a kind reception, as the Negroes reckon '*the merchant the general friend of* '*mankind.*' In conſequence of ſuch a trade, 'and by means as peace-'able as the purpoſes are juſt, the conveniencies of civil life, the bene-'fits of the mechanic and manufacturing arts, the attainments of ſci-'ence, the energies of the cultivated mind, and the elevation of the 'human character, may in ſome degree be imparted to nations hither-'to conſigned to hopeleſs barbariſm and uniform contempt.'

Fezzan is a diſtrict lying to the ſouthward of Tripoli, incloſed by a circular range of mountains, which ſeparate it from the ſurrounding deſert. The people, a mixed race of Arabs and Negroes, in whom the Negro blood predominates, are ſtrict Mohamedans, and moſtly employed in agriculture and paſturage. Their merchants, whoſe commercial ſpirit no diſtance nor difficulties can diſcourage, form the bond of connection between all the nations of the north and middle parts of Africa. About the end of October, when the heat begins to moderate, the caravans for Tripoli, Bornou, Caſhna, and the nations beyond the River Niger, take their departure from Mourzouk, the capital of Fezzan.

The caravans for Tripoli carry trona *, ſena, gold duſt, and ſlaves, the produce of their trade to the ſouthward: and in return they get cutlery ware; woolen, linen, and ſilk, goods; raw ſilk; copper, and braſs; and

* Trona is a ſpecies of alkali found on the ſurface, and on the banks, of the ſmoking lakes in Fezzan, which is employed in colouring Morocco leather, and in other operations of dying.

European goods in general; together with a balance paid in Imperial dollars.

To Bornou they carry copper and braſs, which are worth about 4*ſ* ſterling per pound in that country; woolen goods; linens; raw ſilk; ſilk goods; ſabres; cutlery; looking-glaſſes; beads, &c. all obtained in their trade to the northward: and their returns are ſlaves, gold duſt, and civet.

The caravan for the great empire of Caſhna take with them cowries, a kind of ſhells uſed for ſmall money; braſs; horſes; and the ſame manufactured goods as thoſe carried to Bornou. Their returns are gold duſt; ſlaves, valued in Caſhna at from £2 : 6 : 8 to £5 ſterling each; cotton cloths manufactured in the country; red and yellow goat ſkins; ox and buffalo hides; ſena of the beſt quality, the produce of Agadez, a province of Caſhna; and civet.

The packs for the countries on the ſouth ſide of the Niger conſiſt of ſabres; cutlery; carpets; braſs; looking-glaſſes, and other toys; civet; and Imperial dollars: in exchange they receive gold duſt; ſlaves; goo-roo nuts; and civet.

The merchants often find ivory lying on the ground, which they diſpoſe of to the traders bound for the European ſettlements on the weſt coaſt. In every principal town, to which they trade, they have agents, with whom they depoſit their ſlaves; that kind of 'commodity, that 'can tranſport itſelf *,' conſtituting a very conſiderable proportion of their returns.

From this very brief view of their trade we ſee that the merchants of Fezzan, by their knowlege of the wants and redundancies of their neighbours, ſupply ſome of them with articles brought from countries nearer to the conſumers than to Fezzan; that their trade is entirely a carrying one, and very little ſupported by the produce of their own country; whence they have been with conſiderable propriety called the Dutchmen of Africa †.

The North-weſt company of Montreal being informed by one of their remoteſt agents, that the Indians had told him of a river running into a ſea, which was at no great diſtance to the northward, Mr. Mackenzie, one of the partners, left Montreal in the beginning of the ſummer, in order to aſcertain the veracity of a communication ſo intereſting to ſcience and commerce. Attended by a few Indians, he traverſed

* Major Rennell, from whom I borrow this obſervation, thinks the difficulty of carriage in the interior part of Africa may have given riſe to this 'traffic in men.' [*Proceedings of the African aſſociation, p.* 315.] For the ſame reaſon they might deal in cattle, if they were equally in requeſt among the more *civilized* nations.

† Leo Africanus notices the opulence of the people of Fezzan in the end of the fifteenth century. But the circumſtances of the country are much improved ſince his time; for he ſays, corn and fleſh were very ſcarce, whereas they are now in great abundance. See *Proceedings of the African aſſociation, p.* 130; from which work, it may be obſerved, the view of the trade of Fezzan, and the account of the aſſociation, are entirely taken.

in canoes, and partly by walking, the great extent of wilderneſs, in which their poſts are eſtabliſhed, and proceeded beyond them down a conſiderable river running north, till he actually arrived at the Frozen ocean, in which he ſaw ſome ſmall whales among fields of ice, and obſerved the riſe and fall of the tide. On an iſland at the mouth of his river, to which he gave the name of Whale iſland, he erected a poſt near ſome very old deſerted huts, and engraved on it his name, the number of perſons with him, the time they remained there, and the latitude, 69° 14 *.

This journey, or voyage, of diſcovery, and alſo that of Mr. Hearne in the year 1771, (ſee V. iii, p. 527) having ſtretched acroſs all the unfrequented regions of America, ought ſurely to be ſufficient to prove the utter impoſſibility of the exiſtence of a navigable communication in any temperate part of that continent: and we might reaſonably expect to have no more conjectures or ſpeculations upon that ſubject †.

The conveyance of goods between London and Briſtol being very expenſive by land, and very tedious and dangerous, eſpecially in time of war, by ſea, an inland navigable communication, for uniting the Thames with the Severn by an artificial channel of about 40 miles, was projected in the reign of Charles II. But the execution of it, and of ſome other canals projected in that reign, was reſerved for the preſent more enlightened and ſcientific age. In the year 1783 ſome individuals, moſtly merchants in London, obtained an act for executing the canal, which was planned and executed by Mr. Whitworth. It extends in a

* Mr. Mackenzie obſerved in 69° 14′ and 69° 7′ on the 13th and 15th of July. He has not told us which of the latitudes he engraved on his poſt, and I have retained 69° 14′ from the firſt account I obtained of his diſcovery. See his *Voyages through North America, pp.* 63, 66.

† It muſt be acknowleged, however, that, in ſpite of demonſtration, ſome attempts have been made to revive ſuch conjectures; and a ſtory has been brought forward, which was told to Sir John Macpherſon at the Cape of Good Hope in the year 1787 by ſome Spaniards, who ſaid, that a paſſage had lately been found in the latitude of 47° 45′ on the weſt ſide of North America, which conveyed a veſſel in twenty-ſeven days *almoſt* to Hudſon's bay.—Whether thoſe Spaniards were the authors, or only the reporters, of the ſtory, it would be idle to dwell on the abſurdity of any navigator ſtopping ſhort, when he had *almoſt* accompliſhed ſuch a grand deſideratum in diſcovery, or to prove that a veſſel could not poſſibly ſail acroſs the rivers or land, which Mr. Mackenzie paddled or walked upon. Another circumſtance, on which great ſtreſs has been laid by the advocates for a north-weſt paſſage, is, that whales have been found in the Pacific ocean with European harpoons ſticking in their fleſh, wherewith they muſt have been wounded in the Greenland ſeas. It is indeed very probable, that there is a continuation of ſea between the Atlantic and the Pacific oceans, by which whales and other fiſhes may make a paſſage under the ice; neither ſhould it be abſolutely denied, that paſſages may poſſibly have been made between the Pacific and the Atlantic through Bering's ſtraits, or perhaps ſome other ſtraits now unknown in the north-weſt extremity of America, by Maldonado, Urdanietta, Loario, &c. But granting a few ſuch paſſages to have been ſucceſsfully effected in the courſe of two centuries, though they are all almoſt as doubtful as the ſtory of Juan de Fuca, (of which the ſtory of the Spaniards at the Cape ſeems a new edition) it does not follow, that paſſages can be regularly made in ſuch frozen ſeas. Nor is it probable, that, though the route were diſcovered, any adventurers will now be found willing to riſk their lives, or even their property, in the proſecution of a voyage ſo very dangerous, which no experience can ever bring to be generally uſeful. Indeed, the idea of a practicable north-weſt paſſage, though a reward is ſtill held out by parliament for the diſcovery of it, is now as completely given up by all thinking people as that of the imaginary *Terra auſtralis*, which for many ages made ſo conſpicuous a figure in the maps, and in the writings, of geographers.

winding courſe from Stroud water, a navigable branch of the Severn, to the head of the navigable water in the Thames near Lechlade; and at Sapperton it goes under a hill in a tunnel of two miles long, part of which is hewn out of the ſolid rock. This canal, which carries barges of 70 tuns with 4 feet draught of water, was completed on the 19th of November 1789, when a barge from the Severn paſſed into the Thames.

The Dutch colony at Demararay had a very narrow eſcape from extermination by the hands of the Negro ſlaves. About a thouſand of them had entered into a conſpiracy to put every white man to death, which was actually carried into execution upon one plantation by miſtake on the day preceding the concerted one, whereby the whole plot was defeated. The ringleaders of the Negroes ſubmitted to the tortures inflicted upon them with unſhaken fortitude.

In Bengal Earl Cornwallis iſſued orders, in the different languages of the country, for aboliſhing the ſlave trade: and he held out rewards for the delivery of any perſon unjuſtly detained in ſlavery, as well as for the diſcovery of offenders.

The Eaſt-India company entered into a contract with the Spaniſh Philippine company to ſupply them, to a large amount, with the produce and manufactures of Bengal and Madras, to be delivered at Manila, and to be paid for in dollars.

December 2d—The directors alſo gave public notice, that, in order to give every encouragement to the Britiſh manufactures, they had reſolved to make an augmentation of above 2,500 tuns in their exports for this ſeaſon. They alſo gave leave to the commanders and officers of their ſhips to fill up all outward tunnage, unoccupied by the company's goods, freight-free: and they allowed their ſervants, and the merchants reſiding under their protection in India, to fill up ſuch homeward tunnage, as may be unoccupied by the company, at a reaſonable freight.

In conſequence of this indulgence, 245 tuns of merchandize, over and above the former privileged quantities, were carried out this ſeaſon, moſtly by the captains.

The following account of ſhips belonging to the weſtern parts of the world, which were at Canton in China this year, ſhews the proportions of the trade of the ſeveral countries with that empire.

The Portuguese, who once engrossed the whole of the Oriental trade, had	3
The Dutch	5
The French	1
The Danes	1
The United states of America	15
The British East-India company	21
British subjects residing in India	40
	86

[*Meares's Voyage, p.* lxxxvii.]

Thus of 86 veſſels there are 61 belonging to Britiſh ſubjects, of which number the 21 in the ſervice of the company are the largeſt and beſt appointed merchant ſhips that ſwim upon the Ocean; and of the 40, called country ſhips, many are very little inferior to the company's ſhips. Of the remaining 25 veſſels, 15 belong to the deſcendents of Britons ſettled in America; and it is not improbable, that ſome of them are partly fitted out by Britiſh capitals, as is alſo known to be ſometimes the caſe with other foreign Eaſt-India ſhips *.

The cultivation of coffee in the French part of S^t. Domingo was ſo ſurpriſingly increaſed in a few years, that inſtead of *five millions* of pounds, the quantity exported in the year 1770, the exports of that article this year amounted to no leſs than *ſeventy-ſix millions* of pounds, which at £4: 10 per hundredweight was worth £3,420,000. [*Edwards's Hiſt. of the Weſt-Indies, V.* ii, *p.* 299.]

The following account ſhows the number of ſugar plantations in each of the pariſhes of Jamaica, and of the Negroes belonging to them, agreeable to the returns on the 28th of March 1789.

Counties.	Parishes.	Sugar plantations.		Negroes.	
Middlesex.	S^t. Mary's	63		12,065	
	S^t. Anne's	30		4,908	
	S^t. John's	21		3,713	
	S^t. Dorothy's	12		1,776	
	S^t. Thomas in the Vale	33		5,327	
	Clarendon	56		10,150	
	Vere	26		5,279	
	S^t. Catherine's	3		408	
			244		43,626
Surrey	S^t. Andrews'	24		3,540	
	S^t. George's	14		2,795	
	Portland	23		2,968	
	Port Royal	3		358	
	S^t. David's	12		1,890	
	S^t. Thomas in the east	83		15,786	
	Kingston	0		0	
			159		27,337
Cornwall	Trelawney	83		15,692	
	S^t. James's	67		12,482	
	Hanover	69		13,330	
	Westmoreland	62		11,219	
	S^t. Elizabeth's	26		5,112	
			307		57,835
Total plantations and slaves upon them			710		128,798

The town of Kingſton, the commercial capital (though not the ſeat of government) of Jamaica, contained at this time about 1,670 houſes, beſides warehouſes and negro huts. The inhabitants conſiſted of near 7,000 white people, above 3,000 free people of colour, and near 17,000 ſlaves.

* In the year 1791 veſſels under Genoeſe colours began to trade to China. When Lord Macartney's ſquadron was on the coaſt of Cochin-China in the year 1793, they were joined by a veſſel under Genoeſe colours, but chiefly manned by Engliſhmen.

The following is an account of the veſſels belonging to the Britiſh dominions*, with their regiſtered tunnage and uſual number of men, on the 30th of September 1789.

	Veſſels.	Tuns.	Men.
England - -	9,558	1,078,374	80,299
Scotland - -	1,938	151,270	13,043
Ireland - -	1,080	64,364	6,231
Colonies - -	1,511	87,351	8,116
Guernsey, Jersey, &c. -	157	11,676	1,012
Mann - - -	66	2,137	261
	14,310	1,395,172	108,962
Of these there were	33	4,349	employed by government,
so that	14,277	1,390,823	were the real quantity of

shipping employed by the commerce of the British empire.

There were built and registered in the several ports of the British dominions, in the course of this year,

827 veſſels measuring 71,090 tuns.

The net revenue of the cuſtoms, including the West-India four-and-a-half per cent duty, paid into the exchequer in the course of the year, was

from the cuſtom-houſe in London - - -	£3,670,343	5	5
from the cuſtom-houſe in Edinburgh - - -	40,000	0	0
Total net revenue of the cuſtoms of Great Britain -	£3,710,343	5	5

There were coined at the mint, in the course of this year,

32,760 pounds of gold, value - - -	£1,530,711	0	0

and no silver.

* The veſſels belonging to the Britiſh ſubjects reſiding at the ſettlements to the eaſtward of the Cape of Good Hope, and thoſe reſiding in Gibraltar, are not brought under the cognizance of the regiſter-general of ſhipping.

The official value of the imports and exports of Great Britain during the year 1789 was as follows:

Countries, &c.	Imported into ENGLAND.	Imported into SCOTLAND.	Exported from ENGLAND. *British merchandize.*	Exported from ENGLAND. *Foreign merchandize.*	Exported from ENGLAND. *Total.*	Exported from SCOTLAND. *British merchandize.*	Exported from SCOTLAND. *Foreign merchandize.*	Exported from SCOTLAND. *Total.*
Denmark and Norway	£91,298 18 2	22,159 2 3	£129,493 5 1	132,651 14 3	£262,144 19 4	33,455 12 0	1,180 3 10	£34,635 15 10
Russia	1,284,014 19 9	187,236 14 3	195,642 4 7	95,582 8 0	291,224 12 7	17,150 8 0	143 10 5	17,293 18 5
Sweden	239,445 7 4	36,152 6 0	37,314 10 0	33,105 18 5	70,420 8 5	4,932 12 1	1,139 11 7	6,072 3 8
Poland	76,048 12 6	21,751 14 11	19,477 15 2	36,761 3 10	56,238 19 0	11,073 15 6	87 14 6	11,161 10 0
Prussia	285,596 4 9	50,668 0 2	51,362 17 0	12,812 13 10	64,175 10 10	266 10 10	291 7 6	557 18 4
Germany	418,677 0 7	19,330 7 9	846,234 17 9	755,302 0 5	1,601,536 18 2	12,208 3 9	11,613 19 10	23,822 3 7
Holland	319,495 19 5	99,350 8 5	708,410 10 7	762,008 17 6	1,470,419 8 1	92,188 6 4	73,455 10 4	165,643 16 8
Flanders	196,203 14 2	3,362 0 0	402,887 2 9	693,043 0 2	1,095,930 2 11	5,851 2 1	63,680 19 2	69,532 1 3
France	542,156 14 2	13,904 17 3	830,377 17 0	422,688 11 8	1,253,066 8 8	23,804 17 9	13,300 7 8	37,105 5 5
Portugal	654,665 5 6	33,441 10 3	674,624 7 10	24,100 11 2	698,724 19 0	2,602 8 10		2,602 8 10
Madeira	8,217 8 0	399 4 1	22,390 7 0	7,023 17 10	29,414 4 10	734 1 11	1,931 5 0	2,665 6 11
Spain	584,863 10 11	16,934 9 7	585,595 14 6	69,385 10 1	654,981 4 7	11,081 6 10	197 8 0	11,278 14 10
Canaries	2,051 4 9		10,863 4 4	166 18 4	11,030 2 8			
Straits	24,154 8 2		222,995 14 9	798 15 0	223,794 9 9			
Gibraltar	2,438 16 11		46,748 14 2	29,714 13 10	76,463 8 0	1,757 9 4	28 17 6	1,786 6 10
Italy	767,504 7 11	15,991 12 2	598,177 7 9	99,680 18 8	697,858 6 5	4,818 8 7	3,837 5 11	8,655 14 6
Venice	66,314 5 5		12,599 10 8	10,955 7 10	23,554 18 6			
Turkey	223,424 19 11		76,532 1 9	59,675 14 3	136,207 16 0			
Ireland	2,068,840 0 2	335,946 1 9	1,078,636 18 3	963,735 19 11	2,042,372 18 2	164,211 17 0	107,977 4 7	272,189 1 7
Mann	26,212 10 10	1,101 2 11	23,251 13 4	22,429 13 5	45,681 6 9	885 15 9	143 10 0	1,029 5 9
Guernsey, &c.	50,990 0 6	136 4 6	66,892 0 3	45,389 6 0	112,281 6 3	598 6 2	4,984 15 5	5,583 1 7
Greenland	125,027 6 10	25,127 15 9	82 5 10	231 8 0	313 13 10		174 12 6	174 12 6
West-India Ame-rica. United states	893,305 4 10	156,893 19 2	2,136,710 3 7	199,697 12 11	2,336,407 16 6	164,484 0 1	24,407 12 7	188,891 12 8
West-India Ame-rica. British colonies	226,844 13 0	10,598 14 11	582,801 11 7	226,283 3 1	809,084 14 8	34,069 5 2	31,201 13 5	65,270 18 7
West-India Ame-rica. British	3,532,408 14 5	344,097 14 10	1,268,427 16 4	180,144 7 9	1,448,572 4 1	222,515 9 4	20,377 14 5	242,893 3 9
West-India Ame-rica. Foreign	232,780 7 7	18,478 13 2	25,082 13 8	5,049 15 10	30,132 9 6	998 5 0	233 3 1	1,231 8 1
Asia	3,359,148 1 5		1,890,537 7 4	66,640 8 3	1,957,177 15 7			
New Holland	3,397 3 5		1,548 8 3		1,548 8 3			
Africa	102,513 15 2		424,118 19 1	245,593 17 7	669,712 16 8			
Totals	16,408,039 16 6	1,413,062 14 1	12,969,818 0 2	5,200,654 7 10	18,170,472 8 0	809,688 2 4	360,388 7 3	1,170,076 9 7

Summary.

			British merchandize.	*Foreign merchandize.*	*Total.*
Imports of	England	£16,408,039 16 6			
	Scotland	1,413,062 14 1			
Totals		£17,821,102 10 7			
Exports of	England		£12,969,818 0 2	£5,200,654 7 10	£18,170,472 8 0
	Scotland		809,688 2 4	360,388 7 3	1,170,076 9 7
			£13,779,506 2 6	£5,561,042 15 1	£19,340,548 17 7

The following is an Account of the number of veſſels with their tunnage, including their repeated voyages, which entered inward, and cleared outward, in the ports of Great Britain, during the year 1789.

ENGLAND.								Countries, &c. from and to	SCOTLAND.							
Inward.				Outward.					Inward.				Outward.			
British.		Foreign.		British.		Foreign.			British.		Foreign.		British.		Foreign.	
Veſſels.	*Tuns.*	*Veſſels.*	*Tuns.*	*Veſſels.*	*Tuns.*	*Veſſels*	*Tuns.*		*Veſſels.*	*Tuns*	*Veſſels.*	*Tuns.*	*Veſſels.*	*Tuns.*	*Veſſels*	*Tuns.*
143	22,447	405	74,826	217	45,453	133	25,617	Denmark and Norway	105	7,119	95	8,443	145	13,459	9	1,081
442	118,936	6	2,804	177	47,096	2	855	Ruſſia	101	13,738			45	7,134		
47	9,861	1	259	19	3,883			Livonia	2	194			1	106		
10	2,574	4	1,279	4	623			Courland								
168	27,109	5	846	80	11,826	1	480	Sweden	91	5,905			60	4,880		
17	2,635	5	1,740	7	773	1	320	Poland	19	1,795			5	484		
430	108,585	128	18,626	100	22,721	43	8,188	Prussia	168	27,903	2	287	28	4,308	2	150
7	1,160	1	460	6	1,029			Dantzik	6	563			5	669	1	350
103	15,270	31	6,457	255	39,099	36	7,000	Germany	69	5,613	4	272	97	7,459	3	186
10	1,043	11	2,067	18	2,323	12	2,557	Bremen								
28	4,136			41	5,434	2	605	Hamburgh								
792	102,627	231	15,080	1,099	134,110	142	10,828	Holland	128	11,255	5	253	101	10,488		
465	47,567	67	8,364	382	41,963	31	2,139	Flanders	10	899	1	120	40	3,586		
1,355	101,440	273	9,677	1,630	137,540	250	9,860	France	38	3,365			55	4,174		
457	54,893	7	856	199	26,485	9	777	Portugal and Madeira	38	4,246			16	1,461		
17	1,290	5	420	8	599	2	236	Azores								
348	37,963	39	3,357	203	21,441	35	3,159	Spain	29	3,921	2	260	20	1,792		
7	966			5	635			Canaries								
28	4,068			52	7,445			Sraits and Gibraltar					3	450		
44	5,892	1	98	96	12,459	1	190	Italy	14	1,989			7	862		
3	408			3	462			Genoa								
27	4,604			9	1,407			Leghorn								
4	627			7	948			Naples								
5	860							Sicily								
3	370			11	1,366			Venice								
27	4,336			32	6,077			Turkey								
2,319	176,560	14	1,704	4,849	406,734	1	82	Ireland	1,805	93,329	1	133	1,246	69,307		
114	4,686			127	5,070			Mann	27	921			27	877		
337	19,382	1	240	344	18,047			Guernsey, &c.	3	344			7	609		
146	42,463			133	38,751			Greenland	27	7,573			28	7,846		
42	8,998			45	9,605			Southern fishery								
41	1,318							British fishery *								
199	41,659	178	29,189	281	58,717	160	26,917	America. United states	54	9,116	17	2,169	77	13,961	14	2,030
234	28,039	1	90	402	52,046	1	90	America. British colonies	19	2,760			33	5,089		
3	448			1	305			America. Florida								
45	10,598			16	4,089			America. Honduras	2	266						
524	129,472			479	123,800			West-Indies. British	68	12,816			67	12,366		
1	125	1	300	1	360			West-Indies. Foreign					1	103		
36	27,695			26	22,223			Aſia								
5	1,809			4	1,980			New Holland								
45	7,264			12				Africa								
6	520			12	1,384			Barbary								
				2	363			Cape Verde								
9,084	1,182,703	1,415	178,739			862	99,900		2,832	215,630	127	11,937	2,114	171,470	29	3,797

* The Scottiſh veſſels, and in ſubſequent years both Engliſh and Scottiſh veſſels, employed in the home fiſhery, were not brought into this account, being claſſed as coaſters.

1790 February 25th—In the year 1784 General Roy, a gentleman of great mathematical and geographical ſcience, by his Majeſty's command made a very accurate meaſurement of a baſe on Honſlow heath, preparatory to a ſurvey to be made by a ſeries of triangles extending to the eaſt coaſt of Kent, and thence to the coaſt of France, for the purpoſe of aſcertaining preciſely the relative ſituations of the royal obſervatories of Greenwich and Paris, whereby the maps and charts of the two countries may be rendered reciprocally more uſeful than they have hitherto been. A moſt capital inſtrument, which the general, in his deſcription of it, ſays, 'may be called a great theodolet,' having been made by Mr. Ramſden expreſsly for the ſurvey, and a correſpondence opened with the academy of ſciences at Paris reſpecting the co-operation expected on their part, that learned body appointed the comte de Caſſini *, with Meſſieurs Mechain and Le Gendre, to concert with the general and Doctor Blagden the operations to be performed on each coaſt. On the 23d of September 1787 theſe *ambaſſadors of ſcience* met at Dover, and immediately adjuſted their plan. By the help of white lights, uſed on the preconcerted nights, they were enabled 'to eſtabliſh forever the 'triangular connection between the two countries:' and the other triangles were taken with unparalleled exactneſs in the ſummers of 1787 and 1788. The general now laid before the royal ſociety a memoir, containing an account of his operations; and he recommended, 'that 'the trigonometrical operation, ſo ſucceſsfully begun, ſhould be con-'tinued, and gradually extended over the whole iſland,' and, by means of white lights, alſo to Ireland, by which means only we can obtain good maps of the Britiſh iſlands.

It is proper to add, that his advice has been followed; that the ſurvey is ſtill going on under the direction of eminent geographers, who have been appointed to the ſuperintendence of this great national work, ſince death deprived the country of the valuable ſervices of General Roy; and that we may hope to ſee the day, when it ſhall no longer be ſaid that Britiſh navigators find the coaſts of their own country leſs accurately laid down in their charts than thoſe of almoſt any other country they have occaſion to viſit.

The Britiſh government in India and Tippoo Saib, the ſultan of Myſore, had never been cordially reconciled: and in March 1790 their mutual animoſities upon a very trifling occaſion broke out in hoſtilities, of which it is fortunately not my province to enter into any narrative.

The planters and merchants intereſted in the Weſt-India iſlands having repreſented to government, that the bread-fruit of the South-ſea iſlands would be a valuable acquiſition to the Weſt-Indies as a ſecurity againſt the famines, which have ſometimes made ſuch dreadful havock

* The author of the great map of France on a ſcale of two miles to an inch.

among the ſlaves, a ſhip was fitted out under the command of Lieutenant Bligh, to proceed to Otaheitè in order to bring a ſupply of thoſe valuable plants, whereof one half were to be depoſited in the public botanic garden at S^t. Vincents for the benefit of the Windward iſlands, and the remainder at Jamaica. Sir Joſeph Banks, whoſe botanic knowlege and zeal for the public good are well known, directed the arrangements neceſſary for the reception and tranſportation of the plants, and recommended two careful and ſkilful botaniſts (one of whom had already ſailed with Cook in the ſame capacity) to attend to their preſervation, and to collect other valuable plants, ſuppoſed capable of being tranſported to our tropical poſſeſſions, and particularly the rice, which grows upon a dry ſoil in Java and ſome other Eaſt-India iſlands*; and in return to impart to the natives of the South-ſea iſlands ſuch valuable plants as their ſoil and climate were thought favourable to the production of, and they were in want of. At Otaheitè they took onboard 1,015 plants of the bread-fruit, and a number of other ſpecies of plants uſeful for food or in dying. But this voyage, undertaken, and hitherto happily conducted, for the mutual benefit of both hemiſpheres, was fruſtrated by a conſpiracy of the majority of the ſhip's company, who, ſoon after they ſailed from Otaheitè, took poſſeſſion of the ſhip, and forced the principal officers and a few of the ſeamen into a boat, in which, after ſuffering prodigious hardſhips, they made their way to Coupang, a Dutch ſettlement in the iſland of Timor in the Eaſt-Indies. Mr. Bligh arrived in England in March 1790, above two years after he ſailed from it, and about a year after he was turned adrift by the mutinous part of his crew.

February 25^th.—The act of laſt ſeſſion (*c.* 58) for the regulation of the corn trade not having been duely carried into effect in ſome parts of the kingdom, a ſcarcity was apprehended; and the king and council had been under a neceſſity of iſſuing ſeveral orders reſpecting the importation and exportation of corn. Therefor thoſe orders, not being juſtifiable by law, were now, in conſideration of their eminent utility, juſtified by an expreſs act of parliament. The earl of Dorcheſter, governor of Canada, was at the ſame time indemnified for orders iſſued by him for the importation of corn, &c. from the United ſtates into the provinces under his command. No corn of any kind, nor bread, was permitted to be put onboard any veſſel in any port of Great Britain, except to be carried coaſtways, or for the proviſion of veſſels, for the ſupport of the inhabitants of Guernſey, Jerſey, Alderney, Mann, Gib-

* We have already ſeen that this ſpecies of rice is common in the Negro countries in Africa, whence the tranſit to the Weſt-Indies is ſhort and eaſy. This is not the only inſtance of going very far for what may be got near at hand. The bread-fruit tree itſelf, might, I preſume, have been procured at the Iſle of France, where it was naturalized by Mr. Le Poivre about twenty years before Mr. Bligh's voyage was undertaken. See the *Hiſtory of Mauritius*, (*p.* 34) by the Viſcount de Vaux, a native of the Iſle of France.

raltar, St. Helena, the factories in Africa, Newfoundland, Hudſons bay, and the bay of Honduras. The ports of London, Briſtol, Liverpool, and Glaſgow, were authorized to export limited quantities of grain and flour to the ſugar colonies on the terms preſcribed by former acts; the proportion to be ſhipped from each port, and to each of the colonies, being under the direction of the committee of council for trade. Foreign corn and flour, which had been warehouſed, were permitted to be exported directly from the warehouſes *. [30 *Geo. III, c.* 1.]

April 1st—To encourage the exportation of tin, the Eaſt-India company were exempted from paying any duty of cuſtom on unwrought tin exported by them to any country beyond the Cape of Good Hope. [*c.* 4.]

The governor of Quebec was authorized to admit the importation of live ſtock of all kinds, corn of all kinds, bread, and potatoes, from the United ſtates in Britiſh veſſels, in caſes of emergency. And the act (28 *Geo. III, c.* 39) for allowing rum, equivalent to the outward cargoes, to be imported free from duty into the province of Quebec, was explained ſo, that the proviſions, live ſtock, and lumber (except white-oak ſtaves) exported, muſt be the genuine produce of the province of Quebec. [*c.* 8.]

April 28th—As it was thought 'for the advantage of trade, and to 'the honour of this kingdom,' to continue to hold out rewards to perſons making diſcoveries for finding the longitude at ſea, the commiſſioners of the navy were empowered to give rewards, not exceeding on the whole the ſum of £5,000, to ſuch as the board of longitude ſhould at any time certify to have made any uſeful diſcovery in the ſcience of the longitude, or any other improvement in navigation. [*c.* 14.]

The following acts of parliament were continued for limited times, viz. The act for encouraging the manufacture of leather by lowering the duty upon bark, when it exceeds a certain price, continued for five years.

The act prohibiting the exportation of tools uſed in the iron and ſteel manufactories, &c. continued to the end of the next ſeſſion.

The act eſtabliſhing Clark's hydrometer as the ſtandard for proving ſpirits, continued to the end of the next ſeſſion. [*c.* 18.]

For the encouragement of the Britiſh ſettlement on the coaſt of Yucatan †, all merchandize imported from it, and ſold by auction, was exempted from the exciſe duty upon auctions; and all exporters of goods to it were entitled to receive the ſame bounties as if they were exported to the Britiſh colonies in America. [*c.* 26.]

June 9th—An invitation was held out to the inhabitants of the United ſtates to emigrate to the Bahama and Bermuda iſlands, and the Britiſh provinces in North America, by permitting them to carry their ſlaves,

* This act was continued by an act of the next ſeſſion, *c.* 4.

† It is better known, though rather improperly, by the name of the Bay of Honduras.

their houſehold furniture, their utenſils of huſbandry, and clothing, in Britiſh veſſels, free from duty, limiting, however, the value of furniture to £50 for every white perſon, and £2 for every negro. [*c.* 27.]

The gum of the caſhew tree being found uſeful in ſeveral manufactures, the importation of it from the Weſt-Indies was permitted on paying the duty charged on the importation of gum ſenega. [*c.* 28.]

The act (*27 Geo. III, c.* 27) permitting the importation in certain ports of the Britiſh Weſt-Indies of foreign American produce in ſingle-decked veſſels not exceeding ſeventy tuns burthen, belonging to any European power, was ſo far altered, that there ſhould no longer be any limitation of the burthen of the veſſels, which were, however, ſtill required to have only a ſingle deck. Goods or commodities brought by land, or by inland navigation, into the province of Quebec, according to the laws of that province, were permitted to be imported into Great Britain on the ſame terms as if they were the real produce of that province. [*c.* 29.]

June 10th—The ſum of £790,937 : 10 was raiſed for the public ſervice by a lottery, upon which the public had a clear profit of £290,937 10*s.* [*c.* 30.]

New regulations for the diſtillery, and for the dealers in ſpiritous liquors, were enacted. [*cc.* 37, 38, 39.]

Some amendments were made in the tobacco act, c. 68 of laſt ſeſſion, chiefly reſpecting the manufacture. [*c.* 40.]

The importation of rape ſeeds and other ſeeds, uſed in making oil, from the Britiſh colonies in America was permitted on the ſame terms as from Ireland, viz. on paying a duty of one ſhilling per laſt, when the price is above £17 : 10 per laſt. Rape cakes for manure were admitted free from duty. And the ſeeds, whether from Ireland or the Britiſh American colonies, were allowed to be warehouſed without paying any duty, in the ſame manner as corn. [*c.* 41.]

A number of acts were paſſed in the courſe of this ſeſſion for inland navigations, draining marſh lands, making roads, improving towns, and other purpoſes of improvement and police.

July 12th—The aqueduct acroſs the River Tame near Birmingham was finiſhed: and the Coventry canal, with the grand trunk, and Birmingham and Fazely navigations, were completed; whereby the long-deſired communication by inland navigation between London, Briſtol, Liverpool, and Hull, was opened.

July 28th—About the ſame time another long-deſired and very important communication was completed. When the canal between the Forth and the Clyde was ſupported by the public ſubſcribing £50,000 into its ſtock from the funds of the forfeited eſtates, the work was reſumed with great ſpirit, and on the 28th of July the union of the two firths was celebrated by Mr. Spiers, preſident of the committee of man-

agement, and Mr. Whitworth, the engineer, accompanied by the committee and the magiſtrates of Glaſgow, by launching a hogſhead of the water of the FORTH into the CLYDE; a ceremony of much more propriety and meaning than the annual marriage of the dukes of Venice with the Adriatic ſea.

Thus, after the labour of twenty-two years (or at leaſt twenty-two years after the commencement of it) was finiſhed the moſt arduous undertaking of the kind in Great Britain; a canal, which communicates with the tides of two oppoſite ſeas, and elevates veſſels, capable of navigating the Ocean, to the height of 156 feet above the level of the ſea, and in one of the aqueducts to the height of 65 feet above the natural river*, affording a ſafe and commodious paſſage for veſſels between Ireland, or the weſt ſide of Great Britain, and the eaſt ſide of the country, or the continent of Europe †.

From many facts, related in the firſt volume, the reader has already ſeen the high eſtimation in which the wool of England was held, and the avidity wherewith it was ſought after, by the manufacturers of other countries, eſpecially thoſe of the Netherlands, Italy, and Spain, which laſt country is now univerſally acknowleged to poſſeſs the fineſt wool in Europe. Guicciardini, a reſpectable Italian hiſtorian of the ſixteenth century, deſcribes the wool of England as ſuperior to that of Spain, which he ranks next to it ‡. He alſo repeatedly mentions the wool of Scotland, as in great requeſt in the Netherlands in his time; and we know that it was a chief article of the exports of Scotland § till the year

* This aqueduct over the river Kelvin greatly exceeds that on the duke of Bridgewater's canal (which even a profeſſional engineer ridiculed the boldneſs of Brindley's genius for conceiving the idea of, and contemptuouſly called a caſtle in the air) being 83 feet high from the bed of the river to the top of the bridge, and is ſaid by Phillips, in his *Hiſtory of canals*, to be ſuperior to every thing of the kind in Europe.

Mr. Knox in the year 1785 ſaid, that 'this canal, when finiſhed, will be one of the greateſt works in Britain ſince the time of the Romans.' [*View of the Britiſh empire, p.* 407.] Are we not apt to be dazzled beyond the bounds of reaſon by the works of the Romans, which we have read of in our youth, the age of admiration? Which of the Roman works in Britain, or indeed in the whole extent of the Roman world, can be juſtly compared, for grandeur of deſign or execution, to a lofty aqueduct, ſuſtaining a weight of water ſufficient to float a veſſel capable of croſſing the Ocean, or to a ſubterraneous tunnel navigation? Can any of them come in competition with even one of the locks of a large canal?

† In Auguſt 1790 the ſloop Agnes of above eighty tuns, built at Leith for the herring ſhery, arrived at Greenock, being the firſt ſea veſſel which paſſed from the one firth to the other. In May 1791 the Experiment ſailed in four days from Dundee to Liverpool. And in the beginning of the year 1792 the brig George of North Queensferry furniſhed an inſtance of a voyage, ſo diſtant as to Madeira, being accompliſhed by paſſing outward and homeward through the canal. Thus do we ſee the intercourſe of diſtant nations promoted by a canal, occupying nearly the ſame ground, on which the barbarous Romans erected their unavailing fence to obſtruct the intercourſe of brethren.

‡ That the proofs of the ſuperiority of Engliſh wool might reſt chiefly on the unqueſtionable records referred to in the firſt volume and on foreign authority, I have omitted the praiſes of it, contained in the inſtructions to ſeveral Engliſhmen reſiding in foreign countries in the ſixteenth century; the teſtimony of Thomas Edwards, agent for the Ruſſia company, in the year 1568; and many detached notices of the ſuperiority of Engliſh wool, to be found in *Hakluyt's Voiages*.

§ I ſay nothing of the high praiſes of Scottiſh wool by ſuch foreign compilers as Munſter, Ubaldini, &c. The paſſage of Ubaldini upon that ſubject is a mere tranſlation from Hector Boyſe, a writer never to be truſted.

1581, when the exportation of it was ſtrictly prohibited by parliament. [*Acts, Jac. VI, c.* 113.] It is alſo worthy of notice, that in Camden's time the wool of Leominſter was the glory of Hereford-ſhire (as it is at this day) and that it was preferred all-over Europe to every other wool, except the Apulian and Tarentine. [*Britannia, p.* 472, *ed.* 1607.] The Spaniſh is not even mentioned by him.

As it thus plainly appears, that Spaniſh wool has not attained the ſuperiority over other European wools till lately *, and that Britiſh wool was univerſally eſteemed the very beſt in Europe as late as the beginning of the ſeventeenth century †, it may be aſked, what has now become of the breed of the ſheep, which produced wool of ſuch ſuperior quality? The anſwer muſt be, that they have evidently degenerated: and it is the opinion of ſome who have ſtudied the ſubject, that the laws which prevent the exportation of wool, though intended for the benefit of the manufacturer, have, by turning the attention of the farmer to the weight of carcaſe rather than the quality of wool, been the real cauſe of the degeneracy of the ſheep, and conſequently of the *importation* of fine wool. The Hereford-ſhire breed ſtill retain a conſiderable degree of that ſuperiority of wool, for which their progenitors were celebrated by a poet quoted by Henry of Huntingdon [*f.* 171 a] and afterwards by Camden; and they are probably the leaſt adulterated remains of the antient ſtock of Britiſh ſheep, now exiſting in the main land of Britain. But their wool is greatly inferior to that of the fine-wooled ſheep of Shetland, which, by the advantage of their remote inſular ſituation, have perhaps remained uncontaminated by any mixture with inferior breeds, and are apparently the moſt genuine offspring of the antient Britiſh race of fine-wooled ſheep now exiſting.

About this time many patriotic gentlemen in different parts of the kingdom, impreſſed with a due ſenſe of the great importance of a native ſtock of fine wool, turned their attention to the improvement of the breed of fine-wooled ſheep.

At an anniverſary meeting of the Bath ſociety for the encouragement of agriculture, arts, manufactures, and commerce, which was more fully attended than uſual, a number of ſheep of various kinds were inſpected by competent judges with a view to aſcertain, which is the moſt advantageous breed for general ſtock in reſpect to carcaſe and wool: and the ſmall-boned Leiceſter, and the South-down, breeds were declared the moſt profitable.

The attention of the Highland ſociety was more eſpecially directed to the recovery of the ſuperior quality of the wool; an object, which

* The Spaniards themſelves aſcribe the improvement of their wool to a ſtock of rams obtained from the Arabs of Africa by Cardinal Ximenes in the early part of the ſixteenth century. [*Campbell's Pol. ſurvey, V.* ii, *p.* 151.] For the exportation of Engliſh ſheep to Spain, ſee above, V. i, pp. 539, 680.

† In the year 1622 we find King James complaining, that the wool of England had fallen off from its wonted value. [*Fœdera, V.* xvii, *p.* 411.]

can be be better attended to in remote diſtricts than near the metropolis, where the high price of the mutton engages the principal attention of the farmer. The Report of their committee (publiſhed this year) ſtates, that there appear to be two kinds of fine-wooled ſheep in the Shetland iſlands, of which that called the *kindly ſheep* is almoſt entirely covered with wool of a moſt excellent quality, and worth at leaſt 5*ſ* per pound; the other ſpecies having the fine wool only about the neck and ſome other parts of the body. But ſo deficient are the people, who poſſeſs this *moſt pretious wool*, in the management of it, and eſpecially in ſorting it, that they work up the fineſt along with the coarſe wool of inferior ſheep in knitting ſtockings, which they ſell from 3*d* to 3*ſ* a-pair, (ſtockings made entirely of the fineſt wool ſell as high as two guineas) whence it frequently happens that ſome of them contain as much fine wool as is worth more in a raw ſtate than the price of the manufactured ſtockings *.

The ſociety ſtrongly recommended it to the proprietors of ſmall iſlands to pay attention to the breed of their ſheep, which ſuch ſea-girt paſtures can beſt preſerve from being debaſed by mixing with ſheep of inferior quality; to be careful to obtain the beſt kinds for breeding from, eſpecially the rams; to breed only the beſt ſpecies; and to extirpate the inferior kinds as ſoon as poſſible †.

If the antient ſuperiority of the Britiſh wool ſhall ever be recovered, it is apparently from the remote iſlands, that that bleſſing muſt be ſpread over the kingdom; a bleſſing certainly attainable, under the favour of the Almighty diſpoſer of all events, by judicious and perſevering efforts. The ſocieties who ſhall ſucceed in their moſt meritorious endeavours to render Great Britain entirely independent of foreigners for the materials of ſo important a manufacture, will ſurely deſerve the very higheſt praiſe and gratitude and the moſt diſtinguiſhed honours from their country.

The proſecution of the trade in ſea-otter furs on the weſt coaſt of America (of the commencement of which ſome account has already been given) involved us in a conteſt with the court of Spain. In the beginning of the year 1786 ſome Britiſh merchants reſiding in India fitted out two veſſels, called the Nootka and the Sea-otter, under the command of Captain Meares, for the fur trade on the weſt coaſt of America. The later veſſel was unfortunately loſt: and the former, after ſuffering prodigious hardſhips and loſing many of the people by wintering on the American coaſt, returned to China in the end of the year

* For an experiment, the committee got ſome of the ſtockings *decompoſed*, or reduced to the ſtate of wool, which, after being carded, was put into the hands of Mr. Izett, hat-maker in Edinburgh, who found it capable of being worked into very good hats.

† From the communications of the miniſters of ſeveral of the iſlands, for Sir John Sinclair's *Statiſtical account of Scotland*, it appears that they already poſſeſs a breed of ſheep producing wool of a very fine quality, though not equal to the beſt Shetland wool.

1787 *. In 1788 Captain Meares again proceeded to the weſt coaſt of America in the ſhip Felice, having under his direction the Iphigenia commanded by Captain Douglas. The veſſels were fitted out at Macao, a port in an iſland near Canton in China, and navigated under Portugueſe colours. In Nootka ſound Captain Meares built a houſe upon ground purchaſed from the natives; and from thence he ranged along the ſhore in ſearch of ſea-otter ſkins, while a part of his people, remaining at the new ſettlement, were employed in building a ſchooner of about forty tuns with the timber of the country, which was launched by the name of the *North-weſt America*, as being the firſt veſſel ever built on that coaſt. About the end of the year 1788 Captain Meares arrived in China with a cargo of furs, having left the Iphigenia and the North-weſt America to proſecute the trade on the coaſt.

About the ſame time (December 1788) the Prince of Wales and Princeſs-royal, belonging to Meſſieurs Etches and Company of London, arrived at Canton from a trading voyage on the weſt coaſt of America. The merchants reſiding in India being deſirous of avoiding a competition of intereſts, an agreement of partnerſhip was entered into, in virtue of which the merchants of London, by their ſupercargo Mr. John Etches, and the merchants reſiding in India, threw their veſſels and other property engaged in the trade into a joint ſtock. In conſequence of this new arrangement the Prince of Wales was diſpatched to London with a cargo of tea; and the Argonaut, a ſhip built at Calcutta and now bought for the trade, together with the Princeſs-royal, were ſent to the coaſt of America, under the command of Captain Colnett, in the ſpring of the year 1789, with a ſtock of articles ſufficient for a trade of three years †. Theſe veſſels alſo carried ſeveral artificers and about ſeventy natives of China, who intended to become ſettlers on the American coaſt under the auſpices of the aſſociated company.

The Spaniſh government, ſtill keeping up their antient pretenſions to the ſovereignty of the whole continent of America, ſent two ſhips of war to ſeize every veſſel they could find upon the coaſt. They arrived at Nootka ſound in April 1789, took poſſeſſion of the houſe erected by Captain Meares, ſeized the Iphigenia, and treated the officers and people with great rigour. After detaining the veſſel ſome time, and ſtripping her of her merchandize, ſtores, charts, inſtruments, &c. the Spaniſh commander permitted her to depart, and ſhe arrived in China in October 1789.

In June the North-weſt America unfortunately arrived with a cargo of furs in Nootka ſound, and was immediately ſeized and ſent on a trading voyage, by the Spaniſh commander. In the ſame month the Princeſs-

* For the proceeds of this voyage, ſee above, p. 177.

† The Eaſt-India company conſidered this out-fit in China as contrary to the terms of their licence to Mr. Etches.

royal alſo arrived in Nootka ſound, and was allowed to depart by the Spaniard, who then put onboard her the furs taken out of the ſchooner, except twelve of the beſt of them. In the beginning of July the Argonaut arrived, and, Captain Colnett unfortunately truſting to the fair ſpeeches of the Spaniſh commander, not only his own ſhip, but alſo the Princeſs-royal, which returned for inſtructions from him, were ſeized, and ſent to S^{t}. Blas, a Spaniſh port on the weſt coaſt of Mexico.

While the Britiſh veſſels were thus ſeized, and their officers and crews treated with cruelty and inſult by the Spaniſh commander, the Columbia and the Waſhington, two American veſſels under the command of Captain Kendrick *, which were then alſo in Nootka ſound upon the ſame buſineſs of collecting ſea-otter furs, were favourably treated by him, and were employed to carry the Britiſh ſeamen, and ſuch part of the furs as he thought proper to reſtore, to China, for which, by his order, they were to have the extravagant allowance of thirty per cent on the amount of the ſales in the name of freight.

This affair produced remonſtrances from both courts. The Spaniards made the firſt complaint, and required, that Britiſh veſſels might be ordered to abſtain from trading or fiſhing on the weſt coaſt of America, in reſpect to the excluſive right of ſovereignty, navigation, and commerce, in that part of the world, belonging to the crown of Spain. In anſwer to this demand, the Britiſh miniſtry required, that, previous to any conſideration of the matter of right, Spain ſhould make atonement for the inſult offered to the Britiſh flag, and the depredations committed on the property of Britiſh ſubjects. Mr. Fitzherbert, the Britiſh ambaſſador extraordinary to the court of Spain, inſiſted, not only on reparation for the loſſes and ſatisfaction for the inſult, but alſo on an acknowlegement of the right to trade, and to eſtabliſh ſettlements, with the conſent of the natives, on thoſe parts of the coaſts of America where no European nation had previouſly made any ſettlements. And the Spaniſh court, without, however, giving up any part of their claim of ſovereignty, conſented to make full reparation to the parties injured (July 24th).

In the meantime a powerful fleet was fitted out by Great Britain in order to give effect to the negotiation, or to be ready for hoſtilities, if the negotiation ſhould fail. The Spaniſh court, appearing ſincerely inclined to pacific meaſures, agreed to every thing that was demanded; and a convention was ſigned by Mr. Fitzherbert and the conde de Florida Blanca (October 28th), whereby

Aricles 1st, 2^{d}) Spain agreed to reſtore the buildings and tract of land

* Captain Kendrick, apparently with a view to eſtabliſh a permanent ſettlement, purchaſed a tract of land, 240 miles ſquare, from the natives. Theſe veſſels, the firſt which carried the flag of the United ſtates into that part of the ocean, ſailed from Boſton. [*Wadſtrom on colonization, p.* 363.]

taken from the Britiſh ſubjects on the north-weſt coaſt of America in April 1789, and to make reparation for all ſubſequent acts of violence *.
3) The right of navigating and fiſhing in the Pacific ocean, and of landing and making ſettlements for the ſake of carrying on their commerce, was equally ſecured to both nations, under the following reſtrictions.
4) Britiſh ſubjects muſt not make the navigation and fiſhery in the Pacific a pretext for carrying on an illicit trade with the Spaniſh ſettlements, and muſt therefor not approach within ten ſea leagues of any part of the coaſt occupied by the Spaniards †.
5) The Spaniſh and Britiſh ſubjects have equal liberty to trade at Nootka, and in all parts of the north-weſt coaſt of America, and the iſlands adjacent, ſituated to the northward of the ſettlements already occupied by Spain, without any hinderance from any ſettlement made, or to be made, by either nation after April 1789.
6) No ſettlement is to be made by either nation on the eaſt or weſt coaſts of South America to the ſouthward of the ſettlements already made by Spain; both nations having the liberty of landing in the proſecution of their fiſheries, and of erecting temporary huts, &c. for their accommodation in that buſineſs.
7) In caſe of any infraction of this convention the officers of either power muſt refrain from violence, and content themſelves with repreſenting the affair to their court, that it may be amicably adjuſted.

Thus was this diſpute, which for ſome time was ſuppoſed to have a very threatening aſpect, terminated without a war: and henceforth our adventurers in thoſe ſeas know better upon what ground they ſtand. It is to be lamented, however, that the expenſe of the armament provided on this occaſion was above three millions, a ſum, which even the groſs proceeds of the trade in diſpute will moſt probably never be equal to the intereſt of.

The manufacture of ſugar from the juice of a ſpecies of maple tree, which grows ſpontaneouſly in many of the uncultivated parts of America, was ſaid to have now become an object of conſiderable importance. It appears to have been firſt attempted about the year 1752: and it was occaſionally attended to by ſome of the farmers of New England as a branch of rural economy, but upon ſo contracted a ſcale, that it was thought a great matter, when one man made about 600 pounds of it in the year 1765. During the American war the difficulty of procuring Weſt-India ſugar turned the attention of a greater number of people to

* The buſineſs was not finally ſettled till the 12th of February 1793, when Sir Ralph Woodford and Don Manuel de las Heras ſigned a convention at Whitehall, whereby the ſum to be paid by Spain, beſides the reſtitution of the veſſels, was fixed at 210,000 dollars.

† It may be aſked, whether our commanders are furniſhed with a complete liſt of the Spaniſh ſettlements, the knowlege of their poſition, and the means of meaſuring thirty miles of eaſt-and-weſt diſtance from a coaſt unknown to them, and perhaps unſeen.

that ſpecies of manufacture. And ſince the peace many, eſpecially in the northern ſtates, who diſapproved of Negro ſlavery, have thought it meritorious to promote the manufacture and conſumption of a ſugar, which can be provided without the labour of ſlaves. This manufacture has the extraordinary advantages over that of the Weſt-India ſugar, that the tree grows without requiring any attention to its culture, and continues ſeveral years to yield the ſacharine juice, and that the ſeaſon for making ſugar is chiefly in February and March, froſt being neceſſary to make the liquor run from the trees, when many other branches of rural induſtry are ſuſpended by the extreme rigour of the ſeaſon in a great part of America: and it grows rather more plentifully in the northern regions, where the great length of the winter renders it almoſt impoſſible for the farmer to maintain the number of ſervants requiſite to perform the work neceſſary to be done in the few weeks of ſummer. Hence the manufacture of ſugar becomes an important object to fill up the induſtry of the farmers of Canada and Nova Scotia, whoſe labours hitherto have been rather unprofitable for about half the year: and the country people bring ſugar to market at Quebec, Halifax, &c. as regular as other country produce.

Though the people in the middle ſtates of America had been accuſtomed to make ſmall quantities of maple ſugar, it was not till the year 1790, that they began to pay any conſiderable attention to that branch of huſbandry. It was then taken up as an important national object: and ſome refined maple ſugar was ſold in Philadelphia, which was pronounced equal to any loaf ſugar made from Weſt-India muſcovado ſugar.

The quantity of ſugar imported into Philadelphia on an average of five years 1785—1789 was - - -	pounds 5,692,848
Loaf ſugar in the ſame time - -	4,480
and 543,900 gallons of melaſſes, conſidered as equal to -	2,719,500
Total quantity of ſugar annually conſumed in Philadelphia and the country ſupplied from it - - -	8,416,828

In proportion to this quantity, aſcertained by official document, the ſugar neceſſary for the whole of the United ſtates was eſtimated to be about forty-two millions of pounds, which quantity, it is ſuppoſed, may be produced from 263,000 acres of land bearing the ſugar maple: and it is aſſerted that there are eight counties in New York and Pennſylvania, any one of which is more than ſufficient to ſupply the whole of that large quantity, with ſcarcely any interruption to the other avocations of the farmer, as two men, one woman, and a child of ten years of age, are capable of performing all the labour neceſſary in producing 1,000 pounds of ſugar in the two months of February and March *.

* In the family of one planter in Teneſſee 1,000 pounds of ſugar were made by his children in five boilers (3 of 16, 1 of 30, and 1 of 10 gallons) from the juice of about 90 trees. He eſtimates one pound of ſugar to be the produce of eight gallons of juice, (nearly the ſame as the proportion of ſalt obtained

If New York and Pennſylvania are capable of ſupplying the whole of the United ſtates with ſugar, and that apparently very profitable branch of induſtry ſhall become an object of general attention, the Weſt-India planters may meet with formidable rivals in the European market.

A very conſiderable improvement, which unites the oppoſite advantages of flat and ſharp-built veſſels, was introduced by Captain Schank of the royal navy. It conſiſts in making three wells, or water-tight openings, from the bottom up to the deck in the middle of the veſſel, wherein frames of plank, fitted to act as moveable partial keels, are let down under the level of the bottom as occaſion requires. When the veſſel is on a wind, all the three are let down; and they may be lowered more or leſs, according to the judgement of the commander, in order to aſſiſt the helm, or gain the wind; when ſhe is tacking, or lying to, only the headmoſt is let down; when wearing, or ſcudding in a gale of wind, only the after one: and the whole are hove cloſe up, when ſhe goes before the wind, or has occaſion to go over a ſhoal. Theſe keels are of eminent uſe in going about, as the veſſel loſes no way: and ſhe may be ſteered by them very correctly without the uſe of the rudder; a matter of prodigious importance, when the rudder happens to be carried away. Captain Schank having tried the principle of his ſliding, or dropping, keels upon boats, in the year 1774 at Boſton in New England, and in 1789 at Deptford, a cutter of twelve guns was now built under his direction, which was found fully to poſſeſs all the advantages expected from it; and many veſſels have ſince been built for government upon the ſame principle *. It is the opinion of good judges, that the ſame principle, if applied in building veſſels for the merchant ſervice, would be of very great utility, eſpecially to coaſters, which have occaſion to be much in ſhallow water, and to go over ſhoals, and alſo to veſſels carrying grain and other cargoes liable to ſhift. Such veſſels would alſo be of great ſervice in navigating the deeper canals, which extend from ſea to ſea.

The French trade to the Eaſt-Indies was again laid open to the whole

obtained from ſea water) whence it is evident, that there muſt be a very great conſumption of fuel to evaporate about $\frac{999}{1000}$ of the liquor; a circumſtance which renders ſuch a proceſs practicable only, where fuel is to be had for the cutting.

Perhaps the cutting of the fuel is not taken into theſe accounts of the labour requiſite to produce 1,000 pounds of ſugar.

The maple ſugar is deſcribed by Raynal, who ſays 20 pounds of liquor produce a pound of ſugar. [*Hiſt. phil. et pol. V.* ix, *p.* 92.]

* It is proper to obſerve, that ſome veſſels have been built with only two keels, one at each end, which, inſtead of anſwering the beneficial purpoſes effected by the three keels, have been found to act as levers in ſtraining the veſſel, when going upon a wind, and have brought the improvement into ſome diſcredit with thoſe, who do not diſtinguiſh between veſſels built upon the principle, and thoſe built in oppoſition to the principle, of the inventor.

I have thought it neceſſary to be rather particular in deſcribing the poſition and management of the ſliding keels, becauſe they have been ſuppoſed by many to be three *parallel* keels, ſomewhat of the nature of the Dutch lee-boards, or the three keels of an ice-boat.

nation by the national aſſembly. They alſo aboliſhed the pernicious and partial tax upon ſalt, which had for ages oppreſſed the people, and provoked deſperate ſmuggling and frequent tumults, together with the taxes upon oil, ſoap, ſtarch, leather, and iron; and they alſo aboliſhed the heavy tax upon tobacco. And inſtead of them a light tax was impoſed upon fixed property, and alſo a rate per cent upon perſonal property and annuities, a duty upon patents, and ſtamp duties upon contracts and other writings. In conſequence of theſe alterations, ſalt and tobacco became for the firſt time conſiderable articles of general commerce in France. The aſſembly reſtored the property of the proteſtants, which had been ſeized on the revocation of the edict of Nantes, to their deſcendents; and they relieved the Jews from the heavy extra tax levied upon them. They alſo ordered, that juſtice ſhould be adminiſtered gratuitouſly to all the people: and they eſtabliſhed a board of conciliation in every diſtrict, to which the parties were to be ſummoned, and proper means uſed to bring them to an amicable adjuſtment of their differences *.

December 29th—The following additional duties of exciſe were impoſed upon foreign ſpiritous liquors, viz.

Rum of the British colonies to pay upon importation, or when delivered out, if already warehoused - - -	8*d.* and if above proof 1/4	per gallon.
Brandy, and other foreign spirits, single -	10*d.* and above proof 1/8	

Spirits of the Britiſh plantations may be warehouſed without paying the duty: and this additional duty is allowed to be drawn back on ſpirits ſhipped for ſtores.

Additional duties were alſo laid upon home-made ſpirits. And it was declared, that all theſe duties ſhould ceaſe, as ſoon as £800,000, to be now raiſed by exchequer bills, ſhould be paid off. [31 *Geo. III, c.* 1.]

Additional duties of exciſe were alſo laid on malt, and an addition of ten per cent on ſeveral other taxes, for the ſame purpoſe; which were alſo to ceaſe, when that purpoſe ſhould be effected. [*c.* 2.]

In conſequenee of the permiſſion contained in the act 28 *Geo. III, c.* 6, there were imported this year from the United ſtates into Nova Scotia 40,000 barrels of bread and meal, and 80,000 buſhels of grain: and alſo 54,000 ſtaves and heading, 16,000 hoops, 924,980 feet of boards, and 285,000 ſhingles. This importation affords a clear proof, after a trial of ſeven years, that Nova Scotia is very far indeed from being able to ſupply the Weſt-Indies with proviſions; and, what is more ſurpriſing in an uncultivated country covered with trees, that it even ſtands in need of lumber for building houſes, and making caſks for the fiſh, which are likely to continue the principal article of its trade.

The French planters in St. Domingo found a method of refining ſugar with the juice of limes and other acid fruits. This year Mr. Millet, a refiner of St. Domingo, removed to Jamaica, where he carried on his

* With the merits or demerits of the revolution in France this work has no concern. But the author might be accuſed of neglect, if ſuch important revolutions in the commercial ſyſtem of that country were entirely overlooked.

buſineſs with great ſucceſs. Mr. Edwards, from whom I borrow this information, ſaw ſugar refined by him with no other material than the juice of limes and Seville oranges, (which grow wild, and coſt only the trouble of the negro children to gather them) which for tranſparency and elegance ſurpaſſed the fineſt triple-refined ſugar of the London refiners. [*Hiſt. of the Weſt-Indies, V.* ii, *p.* 474.]

A veſſel arrived at Leith with a cargo of marble from the Weſtern iſlands of Scotland, where it is very plentiful. It proved ſo beautiful, that there can be henceforth no neceſſity for importing marble from Italy, or any other foreign country *. Many other valuable minerals were alſo diſcovered by Mr. Raſpe, a gentleman of great eminence in mineralogy, in thoſe ſequeſtered iſlands, which have during ſeveral centuries, been ſo much neglected and unknown.

Mines of copper and iron were begun this year to be worked in Shetland, which were ſaid to be very productive.

The fiſhery of pilchards on the coaſt of Cornwall was uncommonly abundant this year. The little town of Mevagiſſey cured 10,000 hogſheads, which would have been a fund of wealth to the inhabitants, if the high price of ſalt, whereof ſix buſhels are required to every hogſhead did not carry off the greateſt part of the proceeds.

The following is an account of the veſſels belonging to the Britiſh dominions, with their regiſtered tunnage and uſual number of men, on the 30th of September 1790.

	Veſſels.	Tuns.	Men.
England	10,053	1,134,531	83,325
Scotland	2,007	152,584	13,041
Ireland	1,136	68,483	6,738
Colonies	1,578	90,599	8,106
Guernſey, Jerſey, &c.	168	12,473	1,070
Mann	73	2,153	276
Total	15,015	1,460,823	112,556

There were built and regiſtered in the ſeveral ports of the Britiſh empire, in the courſe of this year, ... 725 veſſels meaſuring 68,695 tuns.

The net revenue of the cuſtoms, including the West-India four-and-a-half-per-cent duty, paid into the exchequer in the courſe of the year, was

from the cuſtom-houſe in London - -	£3,732,822 18 10
from the cuſtom-houſe in Edinburgh - -	50,000 0 0
Total net revenue of the cuſtoms of Great Britain	£3,782,822 18 10

There were coined at the mint, in the courſe of this year, 56,940 pounds of gold, value - - £2,660,521 10 0 and no ſilver.

* We learn from Mr. Fraſer, the miniſter of Kilmalie in Inverneſs-ſhire, that a great part of Ben Nevis conſiſts of very beautiful marble. [*Statiſtical account of Scotland, V.* viii, *p.* 419.] Ben Nevis, believed to be the higheſt mountain in Great Britain, is cloſe to a navigable arm of the ſea. When the Crinan canal is completed, it will be very eaſy to tranſport the marble, ready cut in proper convenient pieces, at a moderate expenſe to Glaſgow; and, by the help of the great canal, alſo to Edinburgh, and even to London, where it might be afforded cheap enough, as marble and lime-ſtone are now exempted from the duties laid on ſtone carried coaſtways, to induce thoſe who build on their own ground, or on perpetual leaſeholds, to erect houſes of ſolid marble and good lime with roofs of the beſt ſlate. As London in its preſent ſtate will be all rebuilt in the courſe of a few years, the patriot, if any ſuch ſhall ever ariſe, who ſhall accompliſh ſo noble a change, may, if he lives to old age, repeat the famous ſaying of Auguſtus, that he found a city of bricks, and left a city of marble.

The official value of the imports and exports of Great Britain during the year 1790 was as follows.

Countries, &c.	Imported into ENGLAND.	Imported into SCOTLAND.	Exported from ENGLAND. British merchandize.	Exported from ENGLAND. Foreign merchandize.	Exported from ENGLAND. Total.	Exported from SCOTLAND. British merchandize.	Exported from SCOTLAND. Foreign merchandize	Exported from SCOTLAND. Total.
Denmark, &c.	£121,686 15 5	£28,173 9 6	£131,898 12 10	119,123 19 9	£251,022 12 7	£8,520 4 6	£2,602 1 1	£11,122 5 7
Russia	1,400,634 18 10	309,739 6 0	244,412 9 8	187,328 3 10	431,740 13 6	21,507 19 2	1,041 1 7	22,549 0 9
Sweden	252,394 1 0	48,124 15 6	27,001 8 9	32,749 2 8	59,750 11 5	2,503 8 4	2,109 7 10	4,612 16 2
Poland	99,066 1 6	15,082 3 2	39,195 7 5	12,253 9 4	51,448 16 9	21 14 0	16 5 0	37 19 0
Prussia	512,907 4 6	61,293 10 0	40,036 4 10	21,177 10 11	61,213 15 9	574 3 6	87 3 6	661 7 0
Germany	530,301 13 0	72,906 13 1	782,127 6 5	901,655 11 0	1,683,782 17 5	9,474 8 8	1,265 2 4	10,739 11 0
Holland	559,609 7 10	155,098 8 0	636,071 4 6	559,146 15 10	1,195,218 0 4	91,575 6 9	136,552 1 8	228,127 8 5
Flanders	145,950 7 4		302,388 17 7	568,974 15 7	871,363 13 2	1,148 15 0	28,220 15 10	29,369 10 10
France	589,828 7 8	15,543 0 10	524,565 12 6	322,300 6 8	846,865 19 2	10,718 16 0	14,739 14 7	25,458 10 7
Portugal	704,885 7 4	31,687 5 5	502,945 18 10	22,664 15 0	525,610 13 10	2,210 16 2	103 11 6	2,314 8 8
Madeira	9,202 17 4	1,131 10 11	29,429 9 6	6,648 18 5	36,078 7 11	2,301 3 4		2,301 3 4
Spain	712,314 4 8	16,954 8 9	554,951 10 10	80,262 15 3	635,214 6 1	4,847 8 1	71 3 0	4,918 11 1
Canaries	9,217 5 2		26,699 1 2	390 14 4	27,089 15 6			
Straits	32,735 3 2		125,698 13 9	80 0 0	125,778 13 9			
Gibraltar	4,600 11 8		62,597 7 5	15,261 6 2	77,858 13 7	437 15 0		437 15 0
Italy	886,760 15 9	16,834 7 5	782,938 1 4	76,522 14 6	859,460 15 10	10,645 6 10	3,319 11 7	13,964 18 5
Venice	69,252 16 6		10,301 7 5	7,676 9 3	17,977 16 8			
Turkey	249,187 14 10		70,526 3 6	42,653 13 7	113,179 17 1			
Ireland	2,203,098 13 11	370,648 6 1	1,114,392 15 6	823,145 11 4	1,937,538 6 10	213,996 3 5	114,234 14 2	328,230 17 7
Mann	18,241 2 4	783 17 5	18,031 9 5	12,904 12 6	30,936 1 11	475 14 1		475 14 1
Guernsey, &c.	50,026 10 7	142 15 4	72,024 0 5	17,645 19 6	89,669 19 11	446 19 3	22 0 0	468 19 3
Greenland	75,684 9 6	14,066 16 6		1,171 4 1	1,171 4 1		212 17 0	212 17 0
West-Indies. America. United states	1,043,388 19 0	147,683 2 9	3,018,423 13 11	239,813 17 1	3,258,237 11 0	160,171 5 10	13,370 0 9	173,541 6 7
West-Indies. America. British colonies	229,562 1 6	9,478 6 0	578,262 0 11	188,721 11 0	766,983 11 11	45,508 16 1	28,181 7 0	73,690 3 1
West-Indies. British	3,497,298 16 0	356,905 16 7	1,420,029 8 7	155,314 19 11	1,575,344 8 6	277,126 13 0	24,740 10 9	301,867 3 9
West-Indies. Foreign	213,041 4 6	16,059 5 3	33,711 5 7	4,944 4 10	38,655 10 5	238 3 7	64 18 7	303 2 2
Asia	3,149,870 14 4		2,298,152 18 0	88,167 10 8	2,386,320 8 8			
Africa	71,800 15 7		609,820 18 5	319,382 5 10	929,203 4 3			
Totals	17,442,549 0 9	1,688,337 4 6	14,056,633 9 0	4,828,082 18 10	18,884,716 7 10	864,451 0 7	370,954 8 9	1,235,405 9 4

Summary.

		British merchandize.	Foreign merchandize.	Totals.
Imports of	England	£17,442,549 0 9		
	Scotland	1,688,337 4 6		
		£19,130,886 5 3		
Exports of	England	£14,056,633 9 0	£4,828,082 18 10	£18,884,716 7 10
	Scotland	864,451 0 7	370,954 8 9	1,235,405 9 4
		£14,921,084 9 7	£5,199,037 7 7	£20,120,121 17 2

The following is an Account of the number of veſſels with their tunnage, including their repeated voyages, which entered inward, and cleared outward, in the ports of Great Britain, during the year 1790.

ENGLAND.								Countries, from and to.	SCOTLAND.							
Inward.				Outward.					Inward.				Outward.			
British.		Foreign.		British.		Foreign.			British.		Foreign.		British.		Foreign.	
Veſſels.	*Tuns.*	*Veſſels.*	*Tuns.*	*Veſſels.*	*Tuns.*	*Veſſels.*	*Tuns.*		*Veſſels.*	*Tuns.*	*Veſſels.*	*Tuns.*	*Veſſels.*	*Tuns.*	*Veſſels.*	*Tuns.*
164	21,335	475	87,521	263	47,222	174	34,261	Denmark and Norway	108	8,704	100	9,332	85	9,177	14	1,526
547	132,448	14	4,462	217	55,911	12	2,343	Ruſſia	160	21,006			35	4,995		
71	13,421			21	4,410			Livonia								
10	2,225	1	40	6	827			Courland								
185	30,153	13	2,553	75	10,808	3	351	Sweden	107	7,124			79	6,889		
28	4,030	10	3,244	4	577	1	320	Poland	34	3,318	2	408	2	200	2	118
556	133,146	350	43,753	111	27,924	73	14,975	Pruſſia	185	32,311	4	440	35	7,026	1	100
34	7,942	25	7,258	12	2,471	17	4,184	Dantzik								
120	15,547	239	16,535	191	30,571	69	12,124	Germany	70	6,630	1	124	102	9,353		
11	1,256	11	2,162	15	1,912	17	2,572	Bremen								
803	107,807	491	32,182	879	121,158	150	11,552	Holland	133	11,287	4	316	92	9,349	1	186
356	36,887	9	1,600	310	36,236	36	3,803	Flanders	2	166			3	196		
1,198	82,380	344	11,820	1,167	91,733	251	9,026	France	16	1,577	1	140	21	2,095	2	264
427	54,835	5	474	208	28,952	10	1,935	Portugal and Madeira	33	3,561	1	44	17	2,024	1	70
9	796	4	436	4	4,514	2	230	Azores								
262	30,869	50	4,683	150	19,590	54	5,766	Spain	15	1,484			18	1,662		
11	1,673			7	949			Canaries								
8	1,948			51	9,565	3	1,078	Straits and Gibraltar					1	130		
43	5,146	1	75	122	15,968	13	1,917	Italy	13	2,021			10	1,282		
2	248			3	445	1	86	Genoa								
37	5,896			6	976			Leghorn								
				2	250			Naples								
1	110					1	115	Sardinia								
35	5,071			5	777	2	260	Sicily								
17	2,000			9	1,100			Venice								
28	4,783			22	4,150	2	371	Turkey								
1	194							Egypt								
2,411	180,192	17	2,326	4,927	408,839			Ireland	2,013	103,307	1	187	1,297	71,108		
99	4,236			106	4,595			Mann	29	684			11	419		
321	17,212			327	17,251			Guernsey, &c.					1	102		
130	30,290			93	26,937			Greenland	22	5,898			23	6,295		
36	10,120			33	7,262			Southern fiſhery								
269	56,015	226	42,065	189	40,768	201	36,918	America. United states	43	8,182	20	3,169	56	10,209	17	2,523
199	24,983			362	44,155			America. British colonies	10	1,348			31	4,854		
2	458	1	100	3	507			America. Florida								
40	8,757			16	4,488			America. Honduras	1	159			2	466		
516	126,673	1	150	438	110,312			Weſt-Indies. British	68	13,246			83	16,260		
1	224			2	314			Weſt-Indies. Foreign	2	324						
33	27,122			31	26,408			Aſia								
46	6,678			156	26,921			Africa								
7	620			12	1,379			Barbary								
3	302							Cape Verde								
9,077	1,196,039	2,287	263,439	10,555	1,235,142	1,092	144,187		3,064	232,337	134	14,160	2,005	164,091	38	4,787

The following Account of the quantities of corn exported and imported, from the yea 1780 to the end of 1790, is a continuation of the account already given, which began wit the commencement of the corn regiſter.

		Exported from ENGLAND.			Exported from SCOTLAND.		Imported into ENGLAND.		Imported into SCOTLAND.	
		British, quarters.	Foreign, quarters.	Bounties and drawbacks paid.	British, quarters.	Bounties and drawbacks paid.	Quarters.	Duties received. £. s. d.	Quarters.	Duties receive £. s.
1781	Wheat	2,294	1,726		82		143,772			
	Wheat meal and flour	86,045	3,536		9,336		15,924		99	
	Rye	2,550	150	drawbacks £46 9 2			10,743			
	Barley	21,711					56			
	Malt	107,928		bounties	5,040	bounties		4,275 4 9		
	Oats	7,992	18,215	26,617 3 10	1,171	5,653 10 9	55,502		53,576	
	Oatmeal	8,563	116		5,660		367			447 6
	Peas and beans	18,074	720		550		17,752			
	Barley and bear and barley meal				15,869					
	Biscuit, cwt.				6,383				43	
1782	Wheat	6,497	1,040		552		76,079		666	
	Wheat meal and flour	123,495	2,332		11,235		3,700		250	
	Rye	3,994	49	drawbacks 55 7 1						
	Barley	28,351	5			bounties	11,954	2,270 2 7	1,638	79 14
	Malt	79,324		bounties	7,062	5,633 3 5				
	Oats	10,555	7,018	42,281 3 11	1,089		33,758		3,929	
	Oatmeal	2,113	40		2,501				875	
	Peas and beans	24,626	1,086		416		8,172		386	
	Barley and bear				12,935					
	Barley meal				28					
1783	Wheat	4,541	13,695		4,869		484,921		78,844	
	Wheat flour	25,952	981		1,904		20,240		178	
	Rye	431	2,873	drawbacks	60		74,465		6,706	
	Barley	5,395	1,321	461 11 3	1,383		87,884		57,030	
	Malt	45,919		bounties		bounties		2		
	Oats	7,978	2,405	13,117 9 3	185	179 15 5	166,222	17,062 9	61,504	3,547 4
	Oatmeal	1,193			64		9		1,207	
	Peas and beans	12,865	27		67		18,522		13,093	
	Rye flour						124			
	Indian corn						2			
	Barley meal				47				12	
1784	Wheat	35,446	6,955		3,003		169,810		42,109	
	Wheat flour	38,867	2,139	drawbacks	2,877		4,783		245	
	Rye	5,821	800	255 3 5	110		23,722		1,057	
	Barley	18,676	2,747		50	bounties	43,729		33,453	
	Malt	45,415				950 6 3				
	Oats	8,527	1,087	bounties	1,073		175,765	7,406 15 5	78,962	2,522 15
	Oatmeal	2,752		22,669 18 3	71		648		11,623	
	Peas and beans	10,056	731		189		30,962		14,854	
	Bear				2,740					
	Indian corn						46			
1785	Wheat	65,213	6,312		569		85,796		13,277	
	Wheat flour	59,564	116		911		11,778		12	
	Rye	12,492	397	drawbacks	274		28,738		23	
	Barley	58,427	108	207 1 6	12,192	bounties	63,666		3,564	1,119 1
	Malt	91,042		bounties	4,678	3,848 8 10				
	Oats	13,120	1,605	22,465 17 0	4,940		281,018	6,249 15 6	37,681	
	Oatmeal	495	33		5,080		4,431		50,958	
	Peas and beans	12,805	2,639		460		16,091		722	
	Bear				4,770					
	Indian corn						15			

	Exported from ENGLAND.			Exported from SCOTLAND.		Imported into ENGLAND.			Imported into SCOTLAND.		
	British, quarters.	Foreign, quarters.	Bounties and drawbacks paid.	British, quarter.	Bounties and drawbacks paid.	Quarters.	Duties received. £. s. d.		Quarters.	Duties received. £. s. d.	
Wheat	128,114	9,888		507		47,961					
Wheat flour	64,85[illegible]	1,303	drawbacks	798		3,502					
Rye	5,467	1,269	79 19 4			311			1		
Barley	14,973	1,423		9,437	bounties	50,143			12,231		
Malt	79,656		bounties	6,108	2,830 1 10		5,556 2 9			714 8 0	
Oats	12,215	1,324	50,973 18 6	2,300		405,334			43,056		
Oatmeal	1,147	194		2,113		6,763			23,320		
Peas and beans	15,257	574		478		35,529			180		
Bear and bear meal				10,235							
Wheat	75,360	335		4		46,973			9,876		
Wheat flour	43,946	95	drawbacks	794		2,435			55		
Rye	12,683		9 5 11			2,702			4,352		
Barley	19,885	1,323		1,588	bounties	17,783			25,461	1,564 7 7	
Malt	111,016		bounties	1,276	1,097 1 4		5,061 12 2				
Oats	11,152	2,113	55,882 17 5	1,258		394,186			73,241		
Oatmeal	1,107			1,469		1,793			42,784		
Peas and beans	16,491	1,211		558		39,180			3,705		
Bear				3,620							
Indian corn						28					
Wheat	49,769	8,241				116,936			25,111		
Wheat flour	24,208	368		384		6,302			361		
Buck wheat	121										
Rye	30,929		bounties	291	bounties						
Barley	62,187	171	44,206 1 11	885	976 10 4	10,685	5,344 3 4		794	1,921 11 6	
Malt	146,280			3,287							
Oats	11,443	907		1,081		331,053			48,804		
Oatmeal	619			368		2,086			31,883		
Peas and beans	13,453	1,060		622		10,282			619		
Indian corn		1				17					
Bear and bear meal				2,250							
Wheat	66,820	6,983		3,289		72,379			19,722		
Wheat flour	185,770	3,310		2,346		16,172			2,228		
Rye	37,089	2,718		139		14,844					
Barley	190,197	360	bounties	19,227	bounties	8,749			2,378		
Malt	125,049		76,551 16 1	9,799	5,999 5 0		4,814 3 7			1,334 1 9	
Oats	23,997	1,434		1,402		359,754			63,754		
Oatmeal	537	194		5,118		6,213					
Peas and beans	23,305	4,364		222		261			130		
Bear and bear meal				11,033							
Indian corn						54					
Wheat	11	742		1,296		174,534			25,041		
		cwts.				cwts.					
Wheat flour	23,503	12,434		1,094		65,862			333		
Rye	47					21,683					
Barley	18,829	55	bounties	216	bounties	24,267			5,850		
Malt	31,695		10,173 15 2	369	464 13 10		10,856 17 3			1,630 6 2	
Oats	11,233	1,368		387		614,768			87,996		
Oatmeal	1,033	8		246		7,798			24,611		
Peas and beans	15,936	1,259		382		42,994			192		
Indian corn		5,496				10,546					
Groats				10							

1791, March 25th —The houſe of commons gave notice to the Eaſt-India company, that on the 31st of March 1794 the capital or debt of £4,200,000 owing to them by the public, together with all intereſt due upon it, ſhould be paid off, that parliament might be at liberty, agreeable to the terms of the contract between the public and the company, which requires three years' notice, to lay the trade to India open. And from ſome ſubſequent inveſtigations it appears to have been really in contemplation to admit the veſſels of private individuals to a participation of the commerce of India.

In conſequence of an act of the legiſlature of the United ſtates of America, paſſed in March 1790, an enumeration of the whole inhabitants was made between Auguſt 1790 and April 1791; and the numbers in each ſtate were found to be as follows.

	Free people.	Slaves.	Total.
Vermont contained	85,523	16	85,539
New Hampshire	141,027	158	141,185
Maine	96,540	none	96,540
Massachusets	378,787	none	378,787
Rhode island	67,877	948	68,825
Connecticut	235,182	2,764	237,946
New York	318,796	21,324	340,120
New Jersey	172,686	11,453	184,139
Pennsylvania	430,636	3,737	434,373
Delaware	50,207	8,887	59,094
Maryland	216,692	103,036	319,728
Virginia	454,983	292,627	747,610
Kentucky	61,247	12,430	73,677
North Carolina	293,179	100,572	393,751
South Carolina			249,073
Georgia	53,284	29,264	82,548
South-west territory	32,274	3,417	35,691
Total			3,928,626

beſides the North-weſt territory, the population of which, excluſive of the military, was ſuppoſed to be only a few thouſands; whence the whole number of people, of all ſorts, then in the territories of the United ſtates, appears to have been very near FOUR MILLIONS.

Two American writers of diſtinguiſhed merit and eminence have entertained very oppoſite opinions reſpecting the policy of puſhing forward the population of America beyond the natural increaſe, by holding out invitations to European emigrants. Mr. Jefferſon, author of *Notes on Virginia*, apprehended dangerous conſequences from too rapid an influx, and too great a proportion of foreign-born people, many of them bred up under arbitrary governments, and either infected with their principles, or, if diſguſted with tyranny and oppreſſion, apt to run into the extremes of licentiouſneſs, who, in virtue of their citizenſhip, muſt be admitted to a participation of legiſlative authority, whence there muſt

proceed a pernicious mixture of heterogeneous and contradictory manners, languages, and principles. He however excepted useful artificers, to obtain whom every encouragement should be held out.

On the other hand Mr. Coxe, in his *View of the United States*, has employed three chapters in setting forth the advantages, which foreigners may expect from purchasing and settling lands, or establishing manufactures, in America: and he considers the increase of population, which, indeed, has been wonderfully great and rapid, as a very important advantage.

April 11th—An additional duty of 2*s* 8 per hundredweight was imposed upon sugar, which like some other duties imposed in the beginning of this session, was intended for paying off exchequer bills, and to cease when that object should be accomplished. [31 *Geo. III*, *c.* 15.]

June—For the same purpose additional duties were also laid on receipts, bills of exchange, &c. But they were made permanent. [*c.* 25.]

The skins of seals, caught by British vessels in the Southern fishery, and cured with salt taken in at the Cape de Verde islands, were allowed to be imported free of any duty, the commander making oath, that the skins were obtained according to the regulations of the act 26 *Geo. III*, *c.* 50, and that the salt was not carried from Great Britain. And moreover, any superfluous salt or brine, found among the skins, must be destroyed. [*c.* 26.]

An additional custom duty of 15*s* per dozen was imposed on the importation of tanned goat and sheep skins. The excise duties paid by the tanners on goat skins tanned with shomack, or 'tanned for roans (being 'after the nature of Spanish leather)' were repealed, and new duties, to be reckoned by the number, were substituted for the former ones reckoned by the weight. [*c.* 27.]

The corn laws were consolidated into one act, which, it was hoped, would protect the interests of the cultivator and the consumer It was declared lawful to buy corn to sell again, and to lay it up in granaries, whatever the price might be. In order to encourage agriculture it was enacted, that, whenever it appears by the methods prescribed for ascertaining the prices, that wheat is under 44*s*, barley, bear, or bigg, under 22*s*, and oats under 14*s*, per quarter, the following bounties shall be paid on the exportation of them, viz.

per quarter.		per hundredweight.
Wheat - -	5*s*	Wheat meal 1*s* 3; wheat flour and biscuit 1*s* 6.
Rye - -	3*s*	Rye meal and flour 9*d*.
Barley, bear, &c. and malt made of them -	2*s* 6	Meal of barley, bear, and bigg 10*d*.
Oats - -	2*s*	Oatmeal 1*s*.

No bounty to be allowed on biscuit, unless proved by oath to be made of British wheat, nor on any quantity less than two tuns, shipped as merchandize, besides the quantity necessary for the vessel's stores.

When the price of wheat riſes to 46*ſ*, rye, peas, and beans, to 30*ſ*, barley, bear, and bigg, to 23*ſ*, and oats to 15*ſ*, the exportation of them, or of flour, meal, malt, or bread, made of them, is prohibited on penalty of forfeiture of the veſſel and cargo, with a fine of 20*ſ* for every buſhel of grain or flour, and 1*ſ* for every pound of bread. From this prohibition are exempted—grain neceſſary for the ſubſiſtence of ſhips of war and garriſons, beans carried to the coaſt of Africa for the ſlave trade, and limited allowances of the ſeveral ſpecies to be ſhipped from certain ports for Gibraltar, Guernſey, Jerſey, Alderney, Mann, the Eaſt-India company's ſettlements, the forts in Africa, the Weſt-Indies, the Bay of Honduras, Hudſon's bay, Newfoundland, Nova Scotia, Bay Chaleur, and Labrador. Liberty is alſo given to export bear or bigg from Orkney to Portugal or elſewhere, under the direction of the committee of the privy council for trade.—Corn, flour, &c. may be exported to Ireland, when there is an embargo on the exportation of them from that kingdom.—In time of war the king is empowered to authorize an increaſed exportation to a limited amount.

Three ſeveral rates of duties, varying according to circumſtances, from 6*d* to 24*ſ*3 on wheat, and in proportion on the other ſpecies, according to the market prices, were made payable on importation from foreign countries: and the importation of all kinds of malt, and of meal or flour, made from rye, peas, beans, barley, bear, bigg, and Indian corn, was totally prohibited.—A ſimilar ſet of duties was enacted for the importation from Ireland and the Britiſh colonies in North America.

'In order to promote and extend the commerce of the merchants of 'this kingdom in foreign corn, and to provide ſtores, which may be al-'ways ready for the relief of his Majeſty's ſubjects in times of dearth,' it was enacted, that foreign corn might be warehouſed without paying any duty till it ſhould be delivered out for home conſumption.

The act contains a multiplicity of regulations for the coaſting carriage of corn, and for carrying it upon the canal between the Forth and the Clyde; and it alſo contains a new diſtribution of the maritime parts of Great Britain into diſtricts for the purpoſe of regulating the imports and exports of corn, and the various rates of duties; and a liſt of the places, which by their market prices are to regulate the trade in each diſtrict. And it moreover contains rules to be obſerved by the inſpector of corn returns, the corn factors and dealers, and the receiver of corn returns, who is directed to publiſh the average prices of every week in the London gazette. [*c.* 30.]

The conſtitution of the province of Quebec being thought in many reſpects inapplicable to the preſent condition of it, it was thought expedient to divide it into two provinces, to be called Upper Canada and Lower Canada; and to eſtabliſh a legiſlative council for each, (the members of which are appointed for life, ſome of them being moreover diſtinguiſhed by hereditary titles and legiſlative authority) and alſo a houſe

of aſſembly, the ſpeaker of which is nominated by the governor, together with a court of civil juriſdiction, and every other requiſite of a colonial government. [*c.* 31.]

The dividends due upon the public funds, which lay unclaimed in the poſſeſſion of the bank of England had accumulated to £660,000. There can be no doubt, that a ſum, which the creditor neglects to call for, muſt remain with the debtor, and by no means with his agent or banker: and therefor Mr. Pitt, the chancellor of the exchequer, propoſed, that £500,000 of that dormant money ſhould be applied to the public ſervice. But the motion was oppoſed by the directors of the bank, as dangerous to public credit; and the matter was compromiſed by the nation accepting that ſum as a loan from the bank without intereſt, on condition that a balance of the public money not leſs than £600,000 (reckoning this loan of £500,000 as part of it) ſhould at all times remain in the hands of the bank, and that the annual allowance to the bank for the management of the public debt ſhould continue at the rate of £450 for every million of the capital. [*c.* 33.]

The importation of ſilk crapes and tiffanies of the manufacture of Italy from any other country than Italy was prohibited: and no drawback was thenceforth allowed on re-exporting them. [*c.* 37.]

The importation of proviſions, live ſtock, lumber, &c. into the Britiſh Weſt-Indies by Britiſh veſſels was permitted from the United States of America, but ſtrictly prohibited from the Weſt-India iſlands belonging to any foreign European power, by the act 28 Geo. III, c. 6; and the prohibition was now extended to the foreign colonies in South America, the governors of the Britiſh Weſt-India iſlands having ſtill the ſame diſpenſing power to permit importation in Britiſh veſſels in caſes of abſolute neceſſity, as before. [*c.* 38.]

Though regulations had been eſtabliſhed for the government of ſeamen in veſſels trading to foreign countries, ever ſince the beginning of the reign of King George II, which had been found very beneficial to the trade and navigation of this kingdom, no law had yet been paſſed for regulating thoſe employed in the ſtill more important buſineſs of the coaſting trade. It was now enacted, that the commander of every veſſel of 100 tuns burthen, or upwards, which goes out to the open ſea, muſt enter into articles with his ſeamen, excepting apprentices, which ſhall expreſs the wages payable to each man together with the other points of their contract, and be ſigned by himſelf and each of the ſeamen: and in caſe of diſputes the commander is bound to produce the agreement. [*c.* 39.]

New powers were conferred on the earl of Cornwallis, governor-general of India, whereby he was authorized to make treaties with the native princes in his own name, and to iſſue orders to the governors and councils of Madras and Bombay, and alſo to the other ſervants of

the company, without previouſly communicating them to the reſpective governors and councils. The ſame powers were to devolve on his ſucceſſor, revokable, however, by the court of directors with the approbation of the board of controul. [*c.* 40.]

The king in council having iſſued an order authorizing the importation of 1,000 tuns of ſaltpetre from any country, on ſecurity being given by the importer to pay ſuch duty as parliament ſhould determine, and to diſpoſe of it in the manner preſcribed, all perſons acting under that order were indemnified by act of parliament: and the duty payable on the ſaltpetre imported by them was fixed at 7/9 per hundredweight. As the manufacturers alleged, that the quantity of ſaltpetre in the kingdom was ſtill inſufficient, the king in council was authorized to permit 1,000 tuns more to be imported from any country before the 24th of June 1792 at the ſame duty of 7/9. As ſeveral manufacturers required a more ample ſupply of ſaltpetre, the duties on it were lowered to 3*d* per hundredweight after the 1st of September 1791, excepting ſuch as ſhould be imported by virtue of the orders of the king in council. For the ſame reaſon the Eaſt-India company were required to put up at their ſales every half year 5,000 bags more than the quantity of that article ſold by them on the average of their four laſt ſales, at the price of 31/ per hundredweight in time of peace, and 40/ in time of war, and alſo to deliver annually 500 tuns of ſaltpetre into the king's ſtores at the average of their upſet price for the year: and on failure of either of theſe requiſitions, the king in council may authorize the importation of the neceſſary quantity from any country at the low duty of 3*d*.—The bounty allowed on the exportation of gun-powder by act 4 Geo. III, c. 29, and the drawback allowed on ſaltpetre uſed in making oil of vitriol, were now withdrawn. [*c.* 42.]

The following acts of parliament were continued for limited times, viz.

The act for granting bounties on the exportation of certain ſpecies of Britiſh and Iriſh linens, and permitting the importation of yarn, continued till 24th June 1792.

The act for importing ſalt from Europe into Quebec, continued till 24th June 1795.

The act for allowing a bounty on the exportation of Britiſh-made cordage, continued for the term of four years.

The acts for encouraging and regulating the fiſhery in the Greenland ſeas and Davis's ſtraits, continued till 25th December 1792.—The harpooneers, line-managers, and boat-ſteerers, belonging to the Greenland and Davis's-ſtraits veſſels were exempted from being impreſſed, while ſailing in coaſting veſſels during the intervals between their whaling voyages; as were alſo ſeamen for the current ſeaſon after being regularly ſhipped.

The act prohibiting the exportation of tools, &c. uſed in the manufactures of iron and ſteel, was continued till the end of the next ſeſſion of parliament.

And the act permitting the free importation of raw goat-ſkins was made perpetual. [*c.* 43.]

A ſtill further additional bounty of 1/6 per caſk of 50 gallons was granted to encourage the exportation of pilchards. [*c.* 44.]

The port of Newcaſtle upon Tine was added to the liſt of thoſe in which tobacco and ſnuff may be imported. [*c.* 47.]

There was raiſed by lottery for the public ſervice the ſum of £806,250; whereof £302,250 remained a clear profit after paying off the prizes. [*c.* 53.]

There was a renovation, now become annual, of the act for regulating the ſlave trade; and there is no further mention of commiſſioners for eſtimating the loſſes, ſuppoſed to be ſuffered by the ſlave-merchants in conſequence of the gentle controul upon their trade *. [*c.* 54.]

Of a very different ſtamp was the next act. It incorporated, for thirty-one years, Granville Sharpe Eſquire, Samuel Whitbread Eſquire, and a number of other benevolent gentlemen, who believed, that the trade in ſlaves was an inſuperable obſtacle to the civilization and cultivation of Africa; and that if theſe objects were duely attended to and encouraged, Africa might ſoon become an inexhauſtible ſource of raw materials, a vaſt market for Britiſh manufactures, and the theatre of a moſt extenſive trade, founded upon the ſolid and permanent principles of reciprocal advantage. This ſociety, under the name of the Sierra-Leona company, were inveſted with the uſual powers, privileges, and obligations of a joint-ſtock company: and they were upon no account to deal in ſlaves, or to keep any perſon in ſlavery. The king was empowered to give the company a grant of the peninſula † of Sierra Leona, or a power to purchaſe lands from the proprietors of that part of the coaſt of Africa. The company are directed to publiſh an account of the ſtate of their funds in the month of April every year in the London Gazette. [*c.* 55.]

Notwithſtanding the ſeveral acts, paſſed in the laſt and in the preſent reigns, to prevent frauds in the manufactures of combing wool and worſted yarn, the manufacturers of Norwich and the neighbourhood of

* As a proof of the beneficial effects of the regulating acts upon the ſlave trade, it is proper to obſerve that a Liverpool ſhip, which took in no fewer than 515 ſlaves, loſt *only one* in the middle paſſage this year; and that the mortality in the harbours of the Weſt-Indies between the day of arrival and the day of ſale, which uſed to be on average 4⅛ per cent, was now rather under ¼ per cent. The veſſels which loſt the very great numbers in 1788, mentioned by Mr. Wilberforce in parliament in 1792, probably ſailed before the commencement of the regulations.

† The boundaries are—the River Sierra Leona on the north, the River Bunch on the eaſt, (but its courſe is from eaſt to weſt according to the maps) the River Camaranca on the ſouth, and the Ocean on the weſt. The tract included within theſe boundaries cannot, however, with any degree of propriety be called a peninſula.

that city ſtill found themſelves grievouſly diſtreſſed by abuſes and embezzlements in the proceſs of their buſineſs: and therefor ſeveral regulations were enacted for the inſpection of yarn, and for preventing falſe reeling and other frauds in that branch of manufacture in the county of Norfolk. [*c.* 56.]

An act was paſſed for repairing, enlarging, and preſerving, the harbour of Swanſea in South Wales. [*c.* 83.]

A variety of acts were paſſed for making navigable canals, improving the navigation of rivers, building bridges, making roads, and other local improvements.

Auguſt—The Spaniſh government having iſſued an order that all foreigners reſiding in Spain ſhould be divided into two claſſes, viz. *tranſient* and *domiciliated*, Meſſieurs Keith and Macdonald, two Britiſh merchants in Alicant, who had choſen the later claſs, were ordered to leave Alicant within fifteen days, and to take an oath of implicit obedience to the Spaniſh laws during that time. For neglecting to comply with this order, which muſt have had ruinous conſequences, the governor of Alicant ſhut them up in the caſtle. The Spaniſh miniſtry immediately diſavowed the governor's conduct, and put an order for the releaſe of the two gentlemen into the hands of Lord S^{t}. Helens, the Britiſh ambaſſador at Madrid, adding that, unleſs the governor could make good his charge againſt Meſſieurs Keith and Macdonald, he ſhould be compelled to make them ample ſatisfaction; and that circular letters were forwarded to prevent ſimilar oppreſſions.

The following *account of the ſettlements in the French colony of S^{t}. Domingo, and of the exports from it to France, &c.* is taken from the accounts drawn up by order of the legiſlative aſſembly of France.

	Number.	Value of lands, buildings, &c.	Value of negroes, &c.	Total value.
Plantations of clayed sugar	451	103,730,000		
——— brown sugar	341	61,380,000		
——— coffee	2,810	56,200,000		
——— cotton	705	21,150,000		
——— indigo	3,097	92,910,000		
Other smaller establishments	619	7,130,000		
Negroes of all kinds	455,000		1,137,500,000	
Horses and mules	16,000		6,400,000	
Horned cattle	12,000		1,440,000	
Total value of lands, buildings, &c.				342,500,000
Total value of negroes, horses, &c.				1,145,340,000
Total capital employed in plantations, &c.				1,487,840,000

Exports from S^t. Domingo to France from 1^st January to 31^st December 1791.

		Duties.	Value when ſold in France.
Clayed ſugar	70,227,708 pounds	2,528,197	65,142,584
Brown ſugar	93,177,512 pounds	1,677,195	48,264,372
Coffee	68,151,180 pounds	1,226,720	50,664,028
Cotton	6,286,126 pounds	785,766	16,786,486
Indigo	930,016 pounds	465,008	10,410,112
Cacao	150,000 pounds		120,000
Melaſſes	29,502 hogſheads	221,275	1,725,857
Tafia, or rum	303 barrels	1,821	19,995
Tanned hides	7,887 ſides	10,377	68,493
Raw hides	5,186	7,807	85,541
Turtle-ſhell	5,000 pounds		50,000
Lignum-vitæ, Campeachy, and other woods			40,000
Totals		6,924,166	193,377,468

The following information, concerning the trade of S^t. Domingo in the year 1788, is not from the ſame authority, but was collected by Mr. Edwards, when he was at Cap François in the year 1791.

The trade of the colony with France employed 678 veſſels, whereof 580 meaſuring 189,679 tuns (on an average 327 each) were from France direct, 224 of them being from Bourdeaux, 129 from Nantes, 90 from Marſeille, and 80 from Havre de Grace. Theſe 580 veſſels carried out linens, woolens, ſilks, cotton goods, wine and other liquors, flour, bread, ſalted proviſions, &c. to the amount of 86,414,040 livres. The other 98 veſſels went by the way of Africa, whence they carried to S^t. Domingo 29,506 negro ſlaves, who were ſold for 61,936,190 livres, being about £60 ſterling each.

The Spaniſh colonists in 259 veſſels, meaſuring 15,417 tuns, imported, chiefly in bullion, to the amount of - - - 9,717,113
and exported in negroes and European manufactures - - 5,587,515

This is exclusive of the inland trade with the Spaniards living on the same island, of which there is no account.

The trade with the North-Americans and other foreigners was carried on in 763 veſſels meaſuring 55,745 tuns. They imported goods to the amount of - - - - - 6,821,707
and exported to the amount of - - - 4,409,922

There were alſo 45 French veſſels, meaſuring 3,475 tuns, employed in the trade with North America. They imported to the value of - 465,081
and exported the produce of the colony to the value of - 525,571 *

Such was the flouriſhing ſtate of this, by far the moſt important of the European colonies in the Weſt-Indies, and there was every appearance of continuing and progreſſive improvement and proſperity. But this noble colony, in conſequence of the convulſions produced by the French revolution, and of ſome inconſiſtent acts and improper interference of the national aſſemblies, was now doomed to ſuffer a dreadful reverſe, and to

* This account of the trade of S^t. Domingo may be compared with that already given of its exports to France in the year 1775.

N. B. All the ſums in theſe ſtatements are in the currency of S^t. Domingo, three livres of which are equal to two of French money, or thirty-ſix about equivalent to one pound ſterling.

become a ſcene of carnage and deſolation, from the effects of which it will require the repoſe and proſperity of many years to recover it.

In all the Weſt-India colonies there are three claſſes of people, whoſe conditions in the community are marked by ſtrong lines of diſtinction. The firſt comprehends the white people of all ranks, who enjoy all kinds of political rights according to the conſtitution of the colony.—The ſecond conſiſts of the free people of colour, ſome of them black, but moſtly of a mixed breed of all the gradations between white and black. In the French Weſt-Indies the people of this claſs are allowed to poſſeſs property of every kind, and ſome of them are very opulent. Being much more numerous in the French, than in the Britiſh, iſlands in proportion to the whites *, the hatred of the later is rendered more inveterate by jealouſy and apprehenſion, and they are treated with great, and, I may ſay, authorized, contempt by the very loweſt of the whites. In the Britiſh iſlands the child of a meſtee by a white (being the fourth in deſcent from a negro anceſtor) enjoys every privilege of a white perſon: but the laws of the French colonies continued the ſtigma and diſqualifications of the negro blood to the remoteſt poſterity, ſubjected them to many grievous hardſhips and labours, and abſolutely excluded them from every office, profeſſion, or employment, proper for a gentleman, except that of a planter: ſo that theſe unfortunate people enjoyed very few of the natural, or civil, rights of free men. But they accounted themſelves very much ſuperior to the ſlaves, upon whom they retaliated (if I may be permitted the expreſſion) the inſults and oppreſſions they ſuffered from the whites.—The third, and by far the moſt numerous, claſs comprehends all the ſlaves, whether negroes or of mixed blood, who are the abſolute property of their maſters as much as their fellow-labourers, the mules and oxen, and cannot be ſaid to poſſeſs any political rights whatſoever.—No harmony could at any time be expected to ſubſiſt among people with ſuch jarring intereſts and ſo many ſources of exaſperation. It is not ſurpriſing then, that the accounts they received of the political ſtate of France ſerved to increaſe the animoſities among thoſe claſſes in the French Weſt-Indies. In S^{t}. Domingo the white people, diſpleaſed with the conduct of the national aſſembly of France, whom they thought inclined to be too favourable to the other claſſes, elected a colonial aſſembly by their own authority and propoſed to open their ports to all nations, and even to transfer their allegiance to the crown of Great Britain. The free people of colour, encouraged by a decree of the national aſſembly, which was afterwards repealed, claimed an equal participation of rights and privileges with the whites. And the ſlaves thought, that the commotions in the colony preſented a favourable opportunity for them alſo to aſſert their claim to liberty, and made a moſt formidable inſurrection at Cap François

* In S^{t}. Domingo the whites were eſtimated at 30,000, and the free people of colour at 24,000, whereof 4,700 were capable of bearing arms. In Jamaica the number of the free people of colour is eſtimated at about one ſixth of that of the whites. See above, V. iv, p. 156.

(Auguſt 23[d]). The horrors, maſſacres, and deſolations, which enſued, I am happily exempted from entering upon any relation of, further than to obſerve, that vaſt numbers of the negroes eſtabliſhed themſelves as a free community in the interior mountainous diſtricts, where they ſubſiſted in a ſtate of ſavage independence and continual hoſtility againſt the cultivated part of the iſland; that in the outſet of this horrid warfare, wherein many thouſands of people of all colours periſhed, about 190 ſugar plantations, and 1,196 plantations of indigo, cotton, and coffee, were deſtroyed, the deficiency of the year's crop being eſtimated in November at conſiderably above two millions ſterling; and that the exportation of coffee, which ſince the year 1789 had been in all about 76,000,000 pounds annually, and was expected to amount to 80,000,000 in the year 1792, was prodigiouſly reduced.

Mr. Edwards obſerves, that the mountain lands in Jamaica are very proper for producing coffee, that the cultivation of the inland grounds is facilitated by the iſland being now interſected by roads in every direction, and that the time is exceedingly favourable for puſhing forward a very extenſive cultivation of coffee. And, from the returns of the negroes employed in that branch of cultivation, he eſtimates that 16,000,000 pounds of coffee might be produced in the year 1797 in Jamaica, which, during the heavy duties previous to the year 1783 never exported 1,000,000 *. [*Edwards's Hiſt. of S[t]. Domingo.—Edwards's Hiſt. of Weſt-Indies, V.* ii, *p.* 301.]

A commencement of a fiſhery for ſpermaceti whales on the coaſt of New South Wales was made by Captain Melville, commander of the Britannia, a ſhip belonging to Meſſieurs Enderby and Sons, the firſt Britiſh merchants who adventured in the ſouthern whale fiſhery. Having diſcovered, in his paſſage to Port Jackſon with a load of convicts, that the ſpermaceti whales are more abundant in the ſeas adjacent to that country than near the coaſts of South America, he ſailed from that port on a whaling expedition; and he was followed by ſeveral other veſſels, which, like his own, were fitted for the whale fiſhery, and, according to the original deſtination of their voyages, were to have ſtretched acroſs the Pacific ocean to the coaſt of Peru upon that purſuit. Captain Melville got only one whale out of four that he killed, nor were the other veſſels more ſucceſsful, owing to the very tempeſtuous weather while they were out. But they were ſufficiently encouraged to conſider thoſe ſeas as very favourable for the proſecution of the moſt valuable branch of the whale fiſhery.

Mr. Hill, a carpenter in the navy, invented an improved method of ſtopping ſhot-holes, and even greater openings, in the bottoms of ſhips

* Mr. Edwards gives the following account of coffee ſhipped from Jamaica, extracted from the books of the naval officer of the iſland.

In 1774 - -	654,700 pounds.	In 1788 -	1,035,368 pounds.
1780 the crop being ſhipped before the hurricane -	735,392	1789 -	1,493,282
		1790 -	1,783,740

[*Hiſt. of the Weſt-Indies, V.* i, *p.* 241.]

with the greateſt expedition: and he alſo invented an improvement in the conſtruction of chain-pumps.

In New England a very ſimple method was diſcovered of preſerving timber from being deſtroyed by the worm, which conſiſted only in ſoaking it well in oil.

Several improvements were alſo made in the manufactures of cotton, linen, &c. One was an invention in Ireland of a loom, which weaves two webs of cotton or linen at once, more perfectly and more expeditiouſly than a ſingle web can be made in a common loom. Another was a new method of bleaching, whereby a piece of cotton may be bleached in the moſt complete manner in about five hours, or a piece of linen in about forty-eight hours, without expoſing them to the ſun or air, or doing the ſmalleſt injury to the fabric of the goods. Mr. Locket of Donnington in Berk-ſhire alſo diſcovered a method of making cloth of the ſtalks of hops.

The following ſtatement of the Britiſh veſſels employed in the ſlave trade, and of the number of negroes imported into, and exported from, the Britiſh colonies in the Weſt-Indies, is extracted from the official account made up for the uſe of the houſe of commons by Mr. Irving, inſpector-general of the imports and exports of Great Britain *.

	Years.	Veſſels.	Tuns.	Men.	Negroes imported.	Negroes exported.
Jamaica	1789	39	7,820	1,044	9,898	2,030
	1790	57	10,431	1,217	14,063	1,970
	1791	58	12,422	1,241	15,303	2,915
Tortola	1791					44
St. Chriſtophers	1789	1	79	5	67	332
Montſerrat	1790					1
Antigua	1789	1	205	16	311	140
	1791	1	205	27	268	
Dominica	1789	18	2,391	329	3,312	2,357
	1790	13	1,746	200	2,142	1,690
	1791	11	1,931	216	2,352	2,099
St. Vincents	1789	4	561	72	903	58
	1790	8	1,169	162	1,552	611
	1791 †	14	2,222	282	2,963	1,346
Grenada	1789	27	4,842	582	6,490	3,440
	1790	18	2,963	356	3,921	3,143
	1791	41	6,936	766	9,283	6,362
Barbados	1789	3	259	44	444	399
	1790	1	81	12	126	72
	1791	2	268	30	382	100
Bahamas	1791	1	57	8	212	
Totals in	1789	92	16,157	2,092	21,425	8,764
	1790	97	16,469	1,954	21,889	7,542
	1791	128	24,041	2,570	30,763	1,427

* The number of ſlaves, who died on the paſſage, is returned by a few of the veſſels, but generally neglected. The greateſt number of deaths appearing is 170 in a veſſel of 284 tuns, which delivered 220 ſlaves in the year 1789. In the arrivals at Grenada one veſſel of 179 tuns is marked as bringing *no* negroes in the year 1789, (Did the whole cargo periſh on the paſſage?) and another of 200 tuns is marked as bringing *ſix* negroes in the year 1790.—Mr. Irving thought it neceſſary to obſerve, that 'the very imperfect returns from 'the Weſt-Indies put it out of his power to make 'up a complete account.' Such as it is, a compariſon of it with that inſerted in p. 155 will ſhow that the importation of negroes was conſiderably leſſened in ſome of the iſlands, and that the exertions of the advocates for the abolition of the ſlave trade have not been entirely in vain.

† The Chriſtmas quarter of 1791 for St. Vincents is wanting.

The numbers of veſſels belonging to different nations, which paſſed the Sound in the courſe of this year, were as follows.

Vessels belonging to		Vessels belonging to	
Denmark -	1,394	Hamburgh -	104
Russia - -	34	Rostock - -	318
Dantzik - -	239	Courland - -	34
Papenberg -	125	Portugal - -	23
Germany - -	46	France - -	88
Lubeck - -	86	United states of America	45
Oldenberg - -	46	Spain - -	28
Prussia - -	430	Venice - -	5
Sweden - -	1,816	Great Britain (above one	
Holland - -	1,736	third of the whole)	3,720
Bremen - -	135		4,365
	6,087		6,087
			10,452

The following is an Account of the veſſels belonging to the Britiſh dominions, with their regiſtered tunnage and uſual number of men, on the 30th of September 1791.

	Vessels.	Tuns.	Men.
England	10,422	1,168,478	86,897
Scotland	2,104	161,490	13,747
Ireland	1,176	69,230	6,638
Colonies	1,685	96,545	8,260
Guernsey, Jersey, &c.	174	12,773	1,131
Mann	84	2,895	371
Total	15,645	1,511,411	117,044

There were built and registered in the several ports of the British dominions, in the course of this year,

766 veſſels measuring 68,940 tuns.

The net revenue of the customs, including the West-India four-and-a-half-per-cent duty, paid into the exchequer in the course of the year, was

from the custom-house in London -	£3,877,507	15	4
from the custom-house in Edinburgh -	75,000	0	0
Total net revenue of the customs of Great Britain -	£3,952,507	15	4

There were coined at the mint, in the course of this year,

52,575 pounds of gold, value - -	£2,456,566	17	6

and no silver.

The following is an Account of the number of veſſels with their tunnage, including their repeated voyages, which entered inward, and cleared outward, in the ports of Great Britain, during the year 1791

ENGLAND.								Countries, from and to.	SCOTLAND.							
Inward.				Outward.					Inward.				Outward.			
British.		Foreign.		British.		Foreign.			British.		Foreign.		British.		Foreign.	
Veſſels.	*Tuns.*	*Veſſels.*	*Tuns.*	*Veſſels.*	*Tuns.*	*Veſſels.*	*Tuns.*		*Veſſels.*	*Tuns.*	*Veſſels.*	*Tuns.*	*Veſſels.*	*Tuns.*	*Veſſels.*	*Tuns.*
224	32,181	542	95,328	250	48,392	192	38,970	Denmark and Norway	191	15,895	130	13,047	112	10,628	18	2,530
655	167,745	15	4,484	236	60,668	6	1,505	Ruſſia	171	23,512			36	5,450		
112	16,540	105	15,787	42	5,836	31	4,753	Sweden	104	7,388	1	372	97	8,787		
49	7,625	7	2,069	11	1,577	2	480	Poland	63	6,121			6	745		
535	95,455	363	45,774	122	30,462	123	25,934	Prussia	197	25,040	9	1,103	36	5,906	1	246
160	23,669	179	21,200	307	46,973	103	17,665	Germany	92	8,375	1	50	99	9,095		
779	109,282	514	32,282	888	127,558	143	10,739	Holland	118	11,269	5	372	69	7,819	3	544
332	31,837	7	277	319	33,763	55	5,706	Flanders	3	291	17	1,589				
1,439	100,439	402	17,355	1,357	110,784	277	13,018	France	10	1,184	1	152	10	1,183	1	80
509	64,500	8	860	242	34,586	17	2,543	Portugal and Madeira	44	4,848			25	2,584		
288	32,465	54	5,629	233	28,291	39	3,800	Spain	24	2,579			30	3,579		
7	930			4	520			Canaries								
13	2,963			55	7,840	1	136	Straits and Gibraltar					4	464		
58	7,271			169	21,946	2	199	Italy	15	2,253			9	1,117		
3	307			5	904			Genoa								
28	4,874			18	2,990			Leghorn								
11	1,592			12	2,106			Naples								
1	150							Sardinia								
19	2,915							Sicily	1	200						
22	2,645			13	1,942			Venice								
29	4,925			38	9,021			Turkey								
3	576			2	543			Egypt								
2,233	182,179	18	2,149	5,103	409,391			Ireland	2,016	108,219			1,337	77,005		
160	6,994			185	6,941			Mann	49	1,430			21	722		
287	15,480	5	516	319	17,797			Guernſey, &c.	1	37			4	258		
92	27,534			93	27,598			Greenland	22	6,120			23	6,308		
64	7,717			75	16,927			Southern fiſhery								
201	44,725	297	58,886	192	43,508	272	52,603	America, United ſtates	46	8,377	21	3,367	61	11,820	19	3,203
239	30,493			369	49,319			America, British colonies	20	3,696			30	6,449		
3	258			11	2,850			America, Florida								
24	5,158			19	4,893			America, Honduras	3	790			1	225		
				3	541			America, Nootka								
532	129,557			459	114,142			Weſt-Indies, British	80	14,676			94	16,455	1	75
13	2,884	1	240	4	553			Weſt-Indies, Foreign								
31	25,539			28	24,109			Aſia								
2	812			10	4,377			New Holland								
56	8,991			191	32,590			Africa								
11	991	1	65	6	868			Barbary								

The official value of the imports and exports of Great Britain during the year 1791 was as follows.

Countries, &c.	Imported into ENGLAND.	Imported into SCOTLAND.	Exported from ENGLAND. British merchandize.	Exported from ENGLAND. Foreign merchandize.	Exported from ENGLAND. Total.	Exported from SCOTLAND. British merchandize.	Exported from SCOTLAND. Foreign merchandize.	Exported from SCOTLAND. Total.
Denmark & Norway	£126,803 6 8	£55,237 4 6	£205,220 0 0	£128,080 16 0	£333,300 16 0	£14,583 11 0	£6,737 12 0	£21,321 3 0
Russia	1,192,572 2 10	356,105 9 8	274,422 1 9	290,788 19 1	565,211 0 10	6,820 19 5	1,324 16 5	8,145 15 10
Sweden	223,686 12 8	44,084 5 1	33,423 13 6	36,475 15 9	69,899 9 3	2,835 11 0	2,008 3 7	4,843 14 7
Poland	139,726 7 9	35,316 12 8	39,555 18 3	22,806 6 8	62,362 4 11	277 18 6	5 16 3	283 14 9
Prussia	556,954 7 2	97,776 17 0	41,643 14 10	28,889 19 9	70,533 14 7	1,759 1 4	60 10 0	1,819 11 4
Germany	600,097 16 10	115,530 3 10	774,321 6 5	1,065,097 4 10	1,839,418 11 3	3,891 16 9	46,435 7 1	50,327 3 10
Holland	694,130 12 11	159,853 10 3	604,862 4 8	553,918 15 11	1,158,781 0 7	87,863 3 7	119,230 13 5	207,093 17 0
Flanders	191,658 18 1	1,761 15 3	385,572 15 7	505,978 11 2	891,551 6 9	1,826 5 0	33,582 7 10	35,408 12 10
France	534,682 14 3	11,375 4 3	570,139 19 4	549,087 14 3	1,119,227 13 7	6,492 7 6	5,656 15 5	12,149 2 11
Portugal	814,331 9 3	48,625 1 3	591,866 18 9	25,634 18 0	617,501 16 9	2,247 2 6	441 0 0	2,688 2 6
Madeira	8,393 8 10	2,875 3 2	50,330 0 5	3,470 2 0	53,800 2 5	12,944 5 7	1,530 1 5	14,474 7 0
Spain	697,907 12 9	26,593 3 11	553,947 10 2	87,438 11 6	641,386 1 8	11,316 1 4	2,324 15 8	13,640 17 0
Canaries	8,547 16 7		17,650 12 9	363 12 9	18,014 5 6			
Straits	8,562 19 4		128,340 13 0		128,340 13 0			
Gibraltar	7,489 4 7	72 1 3	94,488 18 8	16,841 4 0	111,330 2 8	1,844 5 1		1,844 5 1
Italy	914,769 5 0	19,777 2 2	900,540 1 1	108,548 19 10	1,009,089 0 11	15,090 0 0	5 10 0	15,095 10 0
Venice	85,751 13 3		16,518 8 0	6,460 6 9	23,158 14 9			
Turkey	178,388 8 10		99,206 1 8	90,085 5 9	189,291 7 5			
Ireland	2,101,639 4 5	377,640 1 11	1,295,300 5 2	907,416 8 7	2,202,717 13 9	175,495 3 4	92,251 4 3	267,746 7 7
Mann	16,273 5 4	1,690 1 11	22,427 14 5	13,001 8 6	35,429 2 11	388 18 1		388 18 1
Guernsey, &c.	52,961 15 10	94 11 1	74,223 0 1	16,088 18 8	90,311 18 9	1,164 2 1	22 0 0	1,186 2 1
Greenland	70,463 3 4	13,522 17 2		564 0 0	564 0 0	15 3 0	55 16 6	70 19 6
America. United states	1,011,366 6 0	182,866 10 3	3,733,552 13 2	280,863 9 7	4,014,416 2 9	196,218 9 6	14,813 8 9	211,031 18 3
America. British colonies	236,796 16 10	17,036 12 4	654,826 18 7	176,420 0 4	831,246 18 11	33,831 19 2	29,538 4 10	63,370 4 0
West Indies. British	3,256,084 5 3	395,527 1 3	1,971,608 3 3	195,912 10 1	2,167,520 15 4	336,518 0 4	26,017 1 10	362,535 2 2
West Indies. Foreign	179,613 17 9	18,269 3 7	51,080 10 10	4,265 17 4	55,346 8 2	370 7 9	699 18 6	1,070 6 3
Asia	3,698,713 13 0		2,168,664 7 8	100,105 4 7	2,268,769 12 3			
New Holland			7,757 19 5	3,279 13 5	11,037 12 10			
Africa	79,784 14 6		534,731 13 1	321,350 12 1	856,082 5 2			
Totals	17,688,151 19 10	1,981,630 13 9	15,896,224 4 6	5,539,235 7 2	21,435,459 11 8	913,794 11 10	382,741 3 9	1,296,535 15 7

Summary.

			British merchandize.	Foreign merchandize.	Total.
Imports of	England	£17,688,151 19 10			
	Scotland	1,981,630 13 9			
Totals		£19,669,782 13 7			
Exports of	England		£15,896,224 4 6	£5,539,235 7 2	£21,435,459 11 8
	Scotland		913,794 11 10	382,741 3 9	1,296,535 15 7
			£16,810,018 16 4	£5,921,976 10 11	£22,731,995 7 3

1792, February, March—The increaſing conſumption of ſugar in this country *, owing in a great meaſure to the reduction of the price of tea by the commutation act, and the increaſed demand for it abroad, owing to the deficiency of the French importation from S^t. Domingo, had raiſed that article to a price far above what had ever been known, ſince the extenſive cultivation of it in the Weſt-Indies had brought it into general uſe.

Sugar may be obtained from the Eaſt-Indies in any quantity that all Europe can require, even with the diſadvantage of the freight being ſo much heavier than from the Weſt-Indies, provided the Eaſt-India company were placed upon the ſame footing with reſpect to duties and drawbacks as the Weſt-India planters †.

The conſumers upon the continent could not continue to buy Britiſh ſugars at their very advanced price; and veſſels from various parts of Europe, and alſo from the United ſtates of America, were getting into the trade of importing Eaſt-India ſugars for the European market. There being thus reaſon to apprehend the loſs of the ſugar trade, together with the carrying trade and the other advantages to the commerce and revenue of Great Britain attached to it, the public had for ſome years paſt looked to the Eaſt-India company for aſſiſtance; in conſequence of which the directors had ordered ſome ſmall parcels of ſugar home from Bengal ‡, by way of experiment; and they had repeatedly applied to government for an equalization of the duties upon ſugars produced in *the Britiſh territories in the Eaſt-Indies* with thoſe paid upon the produce of *the Britiſh territories in the Weſt-Indies* §. But, though it is evident that the great difference in the freight muſt give a deciſive and permanent ſuperiority to the Weſt-India ſugars, without the addition of a prohibitory duty, the government did not think proper to comply with their requeſt ‖.

* It was computed in 1792 at two hundred millions of pounds annually. Since 1792 the conſumption of tea, notwithſtanding the augmented prices, has increaſed very much; and conſequently the conſumption of ſugar has alſo increaſed.

† The duty upon Eaſt-India ſugars was not fixed with any prohibitory view; for ſugar not being imported by the company at the time of eſtabliſhing the preſent tarif, it was not even named, and is therefore claſſed with manufactured goods non-enumerated at £37 : 16 : 3 per £100 ad valorem; a duty, which will generally operate as a prohibition.

‡ In the courſe of the year 1791 four parcels of ſugar from Bengal came to hand. They were generally very fair and dry, ſo as even to ſerve inſtead of loaf ſugar for tea; and, partly owing to the ſcarcity, and partly becauſe ſome people who wiſhed for the abolition of the ſlave trade were eager to have ſugar made by free people, they ſold at from 88/6 to 156/6 per hundredweight: yet, notwithſtanding ſuch prodigious prices, the company, in conſequence of paying the heavy duty, loſt money upon the firſt parcel, and upon the total of the four they gained only about ſix per cent.

§ In February 1792 the directors upon the committee of warehouſes drew up a very judicious report, containing a hiſtory of the ſugar trade in the Eaſt and the Weſt, and recommending the importation of ſugar from Bengal as the means of 'drawing back to this country a large portion of 'that foreign trade which it formerly enjoyed,' whereby Bengal may be benefited above half a million annually.

‖ It is proper to obſerve, in favour of the Weſt-India ſugars, that they are paid for chiefly in Britiſh merchandize, and that the balance appearing due to the iſlands is moſtly expended by the proprietors of the plantations reſiding in Great Britain and Ireland, or paid to Britiſh capitaliſts as intereſt for the uſe of their money.

April 5th—The parliament granted the ſum of £400,000 from the ſupplies of the year 1792 to the commiſſioners for the reduction of the national debt, to be applied by them agreeable to the directions contained in the act 26 *Geo. III, c.* 31. [32 *Geo. III, c.* 12.]

April 30th—The acts for encouraging and regulating the Greenland fiſhery [26 *Geo. III, c.* 41; 29 *Geo. III, c.* 53] were continued in force till the 25th of December 1798, with the following alterations. The bounty was reduced to 25*s* per tun, to continue at that rate from 25th December 1792 to 25th December 1795; and thenceforth till the expiration of this act to 20*s* per tun. A limited number of harpooners, line-managers, boat-ſteerers, and ſeamen, belonging to veſſels employed in the whale fiſhery, are exempted from being impreſſed in the intervals of their voyages. The owners of whaling veſſels are required to lay up their whale-boats when at home, they being of a conſtruction fitted for the purpoſes of ſmuggling. [*c.* 22.]

The governor and company of the bank of Scotland were empowered to increaſe their capital ſtock from £300,000 to £600,000. [*c.* 25.] In the preceding year (1791) the ſhares of the ſtock of this bank, originally £83 : 6 : 8, ſold at £180.

There was raiſed this year by a lottery the ſum of £812,500, whereof there remained a clear profit of £312,500 after paying the prizes. [*c.* 28.]

May 8th—The following acts of parliament were continued for limited times, viz.

The act permitting the importation of tallow, hog's lard, and greaſe, free from duty, continued till 25th March 1794.

The act permitting the free importation of raw hides from Ireland and the Britiſh colonies in America, continued till 1st June 1796.

The act prohibiting the exportation of tools and utenſils uſed in the iron and ſteel manufactures, and the ſeduction of artificers, continued till the end of the next ſeſſion of parliament.

The act for regulating pilots conducting veſſels up the River Thames, continued till 25th March 1806.

The act eſtabliſhing Clark's hydrometer as the legal ſtandard of the ſtrength of ſpirits, continued till the end of the next ſeſſion of parliament.

The act allowing the importation of ſeal, ſkins cured with foreign ſalt, free from duty, continued till 14th June 1798. [*c.* 36.]

The freedom of importation into the ports of Kingſton, Savanna-la-mar, Montego bay, and St. Lucea, in Jamaica, St. George in Grenada, and Naſſau in New Providence, under certain regulations and reſtrictions, agreeable to the acts 27 Geo. III, c. 27, and 30 Geo. III, c. 29, was made perpetual. [*c.* 37.]

June—The univerſal uſe of tea having brought ſugar to be conſider-

ed as one of the neceſſaries of life, it became neceſſary to guard againſt the exceſſive exportation of it, ſomewhat upon the ſame principles with thoſe on which the exportation of corn is regulated. The clerk of the company of grocers of London is required to obtain an account of the quantities and prices of ſugars ſold in London every week from the importers (who are directed to give in the ſame upon oath) and to publiſh the average price of the week in the London gazette; and alſo to publiſh in the months of February, June, and October, an average of the prices during the preceding ſix weeks. It was enacted, that, if the average price of muſcovado ſugar in July 1792 ſhould exceed 60*ſ.* or in October 1792 ſhould exceed 55*ſ.* or thereafter ſhould exceed 50*ſ.* per hundredweight excluſive of duties, the drawback allowed upon the exportation of muſcovado ſugar, and the bounty upon the exportation of refined ſugar, ſhould be diſcontinued, till lower prices ſhould again render the allowance of them expedient. The exportation of ſugars to Ireland and ſome other parts of the Britiſh dominions was, however excepted from the operation of this act; but the quantities to be carried to the iſlands of Guernſey, Jerſey, Alderney, Sark, and Mann, during the ſuſpenſion of drawbacks and bounties, are limited. The commiſſioners of the cuſtoms are alſo prohibited to grant licences for carrying ſugars from the places of their growth to foreign ports in Europe (as permitted by the acts 12 Geo. II, c. 30, and 15 Geo. II, c. 33) during the ſuſpenſion of drawbacks and bounties.

Sugar and coffee, the produce of foreign colonies, were alſo permitted to be imported in Britiſh-built veſſels, owned and navigated according to law, from any port not in Europe into the ports of London, Briſtol, Liverpool, Lancaſter, Glaſgow, and Leith, and to be warehouſed at the expenſe of the importer, and to the ſatisfaction of the officers of the revenue, without paying any duty. Such ſugar and coffee may alſo be re-ſhipped for exportation without paying any duties. But if they are intended for home conſumption, they muſt pay the duties, which may be legally due at the time on the importation of ſuch goods.

Sugar and coffee, the produce of foreign plantations, were permitted to be imported in foreign veſſels into the Bahama and Bermuda iſlands, ſubject to the regulations contained in the acts 27 Geo. III, c. 27, and 30 Geo. III, c. 29. And ſuch ſugar and coffee, if carried from thoſe iſlands to any other part of the Britiſh dominions, muſt pay ſuch duties as ſhall at the time be payable on foreign ſugar and coffee. [*c.* 43.]

The powers, wherewith the magiſtrates were inveſted (by the act 13 Geo. III, c. 68) for ſettling the wages of workmen employed in the ſilk manufacture, were now extended to the manufactures of ſilk mixed with other materials. And the ſellers of embezzled ſilk, and the buyers or receivers of ſilk from work-people employed in the ſilk manufactures,

were made liable to ſuch puniſhment as the courts may think proper to inflict. [*c.* 44.]

'For the better adminiſtration of juſtice in the iſland of Newfound-'land and the iſlands adjacent,' a court of criminal and civil juriſdiction was eſtabliſhed with powers to take cognizance of all crimes committed in Newfoundland, or on the iſlands and ſeas reſorted to for the fiſhery, and alſo of all civil cauſes. [*c.* 46.]

For the encouragement of the leather manufactures, the black-oak bark, and red-mangrove bark, were permitted to be imported in caſks containing not leſs than 150 pounds net weight, on paying a duty of two pence per hundredweight. [*c.* 49.]

The coaſting trade was relieved from the neceſſity of taking out coquets and giving bonds of ſecurity, except in caſes of goods prohibited to be exported, and goods liable to duty, return of premium, &c. Commanders of coaſting veſſels muſt give a bond (which needs no ſtamp) to land no goods contrary to law. The bond, called the Iſle-of-Mann bond, was aboliſhed. Corn, malt, meal, and flour, are permitted to be ſhifted from coaſting veſſels in the Rivers Forth and Clyde into lighters, and to be conveyed by the Forth-and-Clyde canal to any port or creek upon the canal or upon either of the rivers, under certain regulations. [*c.* 50.]

The act reſpecting ſtamp duties upon written agreements was explained ſo, that letters ſent by the poſt, containing agreements between merchants or other perſons upon buſineſs, ſhall be binding upon the contracting parties, provided they uſually reſide, and are actually at the time of making the agreement, at the diſtance of fifty miles from each other. [*c.* 51.]

In the courſe of this ſeſſion *five hundred and nineteen* petitions were preſented to parliament by civil, religious, and learned, communities in England and Scotland, praying for an abolition of the ſlave trade; and eleven of them prayed for an immediate abolition of it. Nevertheleſs, the annual continuation of the act for regulating the ſlave trade was paſſed, as uſual. [*c.* 52.]

The laws for ſecuring the duties payable on the importation of foreign printed or ſtained paper hangings being thought inſufficient, the revenue officers were directed to put upon each piece a ſtamp certifying the quantity and the payment of the duty. [*c.* 54.]

The ſinking fund eſtabliſhed in the year 1786 had already been productive beyond expectation, inſomuch that on the 5th of April this year, when its operation for ſix years was complete, the commiſſioners had bought in £9,441,850 of the capital of the national debt. It was now, however, thought proper, that, beſides that general proviſion for buying up the national debt, there ſhould be a particular proviſion made for the gradual extinction of any future debts to be created. For that purpoſe Mr. Pitt, the firſt lord of the treaſury and chancellor of the exchequer,

wiſely availed himſelf of the plan propoſed many years before by Doctor Price, but hitherto neglected by all the miniſters, who had had the adminiſtration of the finances ſince he wrote. It conſiſts in eſtabliſhing, along with the funds neceſſary for paying the intereſt of any debt to be created, an additional annual fund of *one hundredth part of the capital created.* This plan was ſanctioned by the authority of parliament, the funds appropriated for it being placed under the management of the ſame commiſſioners who have the charge of the annual million, and they improving the proceeds of it in the ſame manner. And it was enacted, that, when the income of the fund ſhould ariſe to three millions annually excluſive of the ſums paid in from the exchequer, the dividends ſhould no longer be iſſued, and the capital to that amount ſhould be conſidered as redeemed. [*c.* 55.]

This is by far the moſt judicious, and the moſt powerful, diſſolver of the national debt ever yet invented, and it has the peculiar advantage of bringing the antidote along with the diſeaſe. This ſinking fund, and that eſtabliſhed in the year 1786, have made a ſilent, but a rapid, progreſs in reducing the debt in the faireſt poſſible way by buying at the current price from thoſe who are deſirous of ſelling. There need no longer be any of the tumult, vexation, and diſtreſs, which have been produced by the violent, not to ſay cruel and unjuſt, meaſure of compelling any of the national creditors to receive payment, or to ſubmit to a reduction of their income, which ought ſurely to be as ſacred to the proprietors of five-per-cents and four-per-cents as to thoſe of three-per-cents, as they muſt be equally preſumed to have acquired their property by fair purchaſes *. And ſurely a compulſion to accept lower intereſt (for if the creditor knows of no other opportunity to employ the money, the option of payment or reduction of intereſt is a compulſion) cannot be deliberately defended by any man of integrity, who will allow ſome regard for the individuals, who compoſe the nation, to have its due weight in the ſcale with his zeal for the intereſt of the nation in its corporate capacity.

It is alſo a great beauty of this plan, that the higher the intereſt of money is, or, in other words, the lower the prices of the funds are, the quicker is the progreſs made in extinguiſhing the national debt, or of transferring the dividends from the ſellers to the national purſe, for the purpoſe of annihilating in time a portion of the taxes, which preſs ſo

* Without an abſolute breach of faith the reduction of intereſt can only be effected by an offer of paying off the debt, or, in the option of the creditor, keeping it on at a lower intereſt. The creditor, perhaps an infant, or a helpleſs widow, whoſe ſole dependence is on her property in the funds, not knowing what to do with the money if ſhe receives it, and fearful of truſting it in any ſituation of inferior ſecurity, is compelled to accept the reduced intereſt, to retrench her expenſes, and ſink in the ſcale of ſociety: or elſe ſhe ventures her property upon inferior ſecurity, perhaps loſes her capital, and is ruined. As long as there are thouſands deſirous of ſelling their property in the funds, whereby the commiſſioners are enabled (not to leſſen, but) to annihilate the intereſt, there can be no neceſſity of ſubjecting any creditor of the nation to ſo cruel a dilemma.

hard upon the community. And a great advantage to all proprietors of the national debt (and their number is ſo prodigiouſly great, that their intereſt well merits conſideration) is, that the conſtant and large purchaſes made by the commiſſioners keep the value of their property conſiderably higher than it could be, if ſuch large ſums were not thus taken entirely out of the market: and thence alſo the nation, corporately conſidered, has a great advantage, by thus keeping up the price of the funds, in negotiating new loans on more favourable terms than could otherways be obtained.

By buying only from thoſe creditors who are deſirous of ſelling, no creditor is diſtreſſed by being *compelled*, as the creditors of ſome other nations are, to accept an annual payment of *one or two per cent*, which, being too trifling to be re-inveſted, or employed to any uſeful purpoſe, ſerves only to wither away the capital in the hands of the creditor, and perhaps to work his ruin. By avoiding that oppreſſive meaſure, while every purpoſe propoſed by it is obtained, this admirable plan has the great advantage of reconciling the intereſts of all parties.

Mr. James Turner had obtained a patent for the diſcovery of a method of making a yellow colour for painting in oil or water, and alſo white lead, and at the ſame time ſeparating the mineral alkaline from common ſalt, the whole being performed in one ſingle proceſs. He repreſented to parliament, that his yellow colour, compoſed entirely of Britiſh materials, not only ſuperſeded the uſe of the yellow paints (ſome of them very prejudicial to the workmen by their poiſonous qualities) which uſed to be imported from foreign countries, by its ſuperior quality and lower price, but was alſo exported to all parts of the world, by which, and the great conſumption of common ſalt in the manufacture, it had become an object of importance to the commerce and revenue of the country; but that his privilege had been ſo much invaded and pirated by people, who ſtole the method of preparing the colour from his own ſpecification enrolled in the court of chancery, that his patent had hitherto been of no real ſervice to himſelf. He therefor prayed, that the period of his patent might be prolonged, and the privilege of it protected and rendered valid. A prolongation of eleven years from the 24th of June 1792 was accordingly granted him, on condition that he ſhall ſell the colour in wholeſale at a price not exceeding five guineas per hundredweight, and ſhall not aſſign ſhares of the patent to more than five perſons. [*c.* 72.]

It was apparently in order to guard againſt ſuch ſurreptitious methods of obtaining the knowlege of inventions, for which patents are taken out, and to prevent copies of the ſpecification from being carried to foreign countries, that the parliament permitted Mr. Joſeph Booth * to

* Mr. Booth is probably better known to the public as the author of the polygraphic method of painting, or multiplying pictures in oil colours, ſo as to produce cheap copies.

deliver the ſpecification of his invention of a machine and certain chymical compoſitions, for the purpoſe of making various kinds of woolen cloth and other articles, to the lord chancellor, who is required to deliver the ſame to two perſons under oaths of ſecrecy to be examined by them, and afterwards to lodge it in a cover under his (the chancellor's) ſeal in the office of one of the maſters in chancery. [*c.* 73.]

Acts were paſſed for improving the harbours of Ramſgate, Whitehaven, Boſton in Lincoln-ſhire, Broadſtairs in Kent, and Beer in Devonſhire; and alſo for ſeveral navigable canals, roads, bridges, and other improvements for the advancement of the commerce and general proſperity of the country.

The war in India was terminated by a treaty of peace to be binding 'as long as the ſun and the moon endure.'

Tippoo Sultaun of Myſore confirmed to the Eaſt-India company all the privileges and immunities of trade, granted to them by his father Hyder Ally in the year 1770. He alſo conſented to cede to the company and their allies the half of his dominions, to conſiſt of ſuch diſtricts as they ſhould think moſt convenient to be annexed to their reſpective poſſeſſions, and moreover to pay them a large ſum of money *. And he gave two of his ſons as hoſtages for the performance of his engagements. This treaty was ſigned in the camp near Seringapatam, the capital of Tippoo's dominions by Earl Cornwallis, governor-general of the company's territories in India (March 18th).

The king of Denmark iſſued an ordinance (March 20th), which permits the ſlave trade to be carried on by his ſubjects till the year 1803, after which it is no longer to be tolerated in any of his colonies. The Daniſh Weſt-India merchants expreſſed no diſſatisfaction on the publication of this order.

The directors of the Sierra Leona company ſent out five ſhips † to their ſettlement on the coaſt of Africa, with a governor, council, and other officers, a mineralogiſt, and a botaniſt, together with a ſmall military eſtabliſhment for the protection of the ſettlers. They gave the natives to underſtand, that their eſtabliſhment was for the purpoſe of exchanging Britiſh goods for African produce, and that they would have no concern, nor would permit any perſon in their ſervice to have any concern, in the ſlave trade; that they would carefully avoid having any quarrel with the natives, and would eſtabliſh ſeminaries of education to which they ſhould be permitted to ſend their children; that the chief intention of the eſtabliſhment of the colony was to ſtimulate the induſtry of the natives, and to point it to uſeful objects ‡.

* The amount is not expreſſed in the treaty. But I find it elſewhere ſtated at forty lacks of pagodas (21,600,000 ſterling); the territory ceded to the company being valued at £240,000 ſterling of annual revenue.

† The firſt of them arrived in February 1792.

‡ The ſlave trade having already rendered the uſe of Britiſh goods ſo general among the Negroes, that they are even conſidered as neceſſary to their comfort, it was thought reaſonable to believe that

The principal population of this colony conſiſted of 1,131 free Negroes, who had been ſettled in Nova Scotia at the concluſion of the laſt war, but, finding the climate unſuitable to their conſtitutions, had petitioned for other ſettlements: and they were accordingly conveyed in ſixteen veſſels, at the expenſe of government *, to Sierra Leona, where they arrived in March 1792. Theſe, added to the black people already carried from London, formed a village, which got the name of *Freetown*; and by the conſtitution of the colony the white and the black inhabitants were entitled to enjoy equal rights and privileges.

According to the Report of the directors, the expenses now incurred at home and abroad in establishing the colony amounted to - £82,620
The purchase of the land, cost of public buildings, roads, &c. 24,685
The capital invested in shipping, merchandize, and debts - 27,400

134,705
Remaining capital, placed at interest, or in the public funds - 108,194

Total of the company's stock - - £242,899

The Sierra Leona company were not the only aſſociation formed for the purpoſe of introducing cultivation and fair commerce among the natives of Africa. About the end of the year 1791 a number of gentlemen formed themſelves into a ſociety (without any act of incorporation or any protection from government) for eſtabliſhing a colony on Bulama, a fertile iſland at the mouth of the Rio Grandé, and near to ſome other great navigable rivers, or, failing that, upon ſome other iſland or diſtrict on the coaſt of Africa, for the purpoſe of cultivating the tropical productions by the hired labour of the free natives of the adjacent country. Above two hundred intended ſettlers ſailed in three veſſels: and, after an unfortunate ſkirmiſh with the natives, owing to the want of an interpreter, wherein ſome lives were loſt, they purchaſed the iſland and a part of the adjacent main land, which they ſet about clearing and planting. But by a combination of misfortunes the colony dwindled away; and in the end of the year 1793 Mr. Beaver, a lieutenant of the navy, after having with great ſpirit and unremitting perſeverance kept together the ſmall deſponding remains of the colony till then, and having baffled the repeated attempts of a treacherous neighbouring prince to ſurpriſe him, was obliged to abandon the fruits of his labours. Such was the event of an attempt to eſtabliſh a colony, which certainly poſſeſſed many of the advantages, and was exempted from many of the diſadvantages, uſually attending ſuch undertakings.

the deſire of acquiring them will be a powerful ſtimulus to the laudable and uſeful induſtry of the natives, if the means of obtaining them by kidnapping their brethren are taken from them.

* Parliament granted £15,643 : 4 : 6 for that purpoſe. [33 *Geo. III, c.* 72.]

The following account ſhows the trade of IRELAND with the WEST-INDIES in the years ending 25th March

IRELAND exported	1790 Quantity.	1790 Value.	1791 Quantity.	1791 Value.	1792 Quantity.	1792 Value.
Beef ..... barrels	35,957	62,925	30,481	53,342	39,030	68,302
Butter ..... cwt.	22,897	48,656	27,000	57,375	30,481	64,772
Candles ..... cwt.	2,073	3,870	3,234	6,037	4,745	8,858
Flour ..... cwt.			3,836	3,197	758	1,011
Oats ..... barrels	3,821	1,433	3,719	1,395	4,211	1,579
New drapery ..... yards	16,086	2,011	35,898	4,487		
Old drapery ..... yards					3,001	1,000
Herrings ..... barrels	7,170	7,170	1,258	1,258	4,068	4,068
Linen, cotton, and silk, goods .. value		6,137		6,324		13,593
Linen, plain ..... yards	1,021,821	68,121	1,753,959	116,931	1,632,785	108,852
—— coloured ..... yards	71,661	5,822	76,201	6,191	62,706	5,095
Cambrick ..... yards					7,620	1,905
Pork ..... barrels	19,888	29,832	18,077	27,115	16,111	24,166
Shoes ..... pounds	5,409	1,352	8,120	2,030	19,733	4,933
Soap ..... cwt.	1,063	1,770	2,964	4,940	3,144	5,240
Tongues ..... dozens	2,237	1,398	1,891	1,181	2,198	1,374
Tanned hides ..... numb.			612	1,222		
Horses ..... numb.			253	1,518	281	1,681
Articles amounting to less than £1,000 each		9,548		11,677		10,366
Totals of exports to the West-Indies		250,045		306,220		326,795

IRELAND imported	1790 Quantity.	1790 Value.	1791 Quantity.	1791 Value.	1792 Quantity.	1792 Value.
Sugar ..... cwt.	35,253	79,319	55,808	125,568	66,524	149,680
Rum ..... gallons	633,251	63,325	439,384	43,938	381,034	38,103
Melasses ..... cwt.					853	1,280
Coffee ..... cwt.	394	3,940	408	4,086	663	6,636
Cotton ..... cwt.	3,083	12,333	4,720	18,882	1,470	5,880
Logwood ..... cwt.	1,538	3,460	3,520	7,920	4,155	9,349
Fustic ..... cwt.			1,880	1,316	3,490	2,443
Wooden ware ..... value		2,296		12,558		5,992
Wine ..... tuns					55	1,320
Tanned hides ..... numb.					746	1,492
Articles amounting to less than £1,000 each		4,890		4,321		3,600
Totals of imports from the West-Indies *		169,563		218,589		225,775

The enterpriſing ſpirit and ſucceſsful exertions of the merchants of Liverpool having already placed their port in the ſecond rank among thoſe of Great Britain, they became deſirous of emulating London itſelf by having an Eaſt-India trade.

They had formerly made an application to the Eaſt-India company to have a limited number of their ſhips fitted out and loaded at Liverpool †; which, though it met with ſome attention from the company,

* For this view of the Iriſh trade with the Weſt-Indies I am indebted to Mr. Edwards, [*Hiſt. of the Weſt-Ind. V.* ii, *p.* 512] who had it from Mr. Forbes, a member of the Iriſh parliament; and he obſerves, that it is not to be found in any public office in Great Britain.

† In the year 1730 Liverpool, and alſo Briſtol, made applications to parliament for the ſame object.

finally miſcarried. But now, obſerving, that the company's charter was nearly expired, and that there was a probability of the ſlave trade being aboliſhed, in which event a part of the capital of Liverpool would be turned out of its accuſtomed channel of employment, many of the merchants ſeriouſly turned their thoughts to a free participation of the trade with India, in conſequence of which a public meeting of the merchants and inhabitants was held at the exchange, wherein it was reſolved,

That commerce ought to be free of all reſtraints, and regulated only by mutual intereſts.—That monopolies deſtroy thoſe principles by ſacrificing the intereſts of the producer and conſumer to that of the monopoliſt.—That the Eaſt-India company have exchanged the character of merchants for thoſe of warriors and politicians, and have become the ſovereigns of twenty millions of people, with whom they ought to have no other connection than as traders.—That, to maintain their dominion, they keep up vaſt civil and military eſtabliſhments, the expenſe of which is a cruel and uſeleſs burthen on the people of India and Great Britain.—That a free and open trade will probably put an end to the wars, which have deſolated India, and drained the blood and treaſure of Great Britain.—That, if the trade were free, the exports of our manufactures to the countries beyond the Cape of Good Hope would probably be increaſed twenty fold, as the adventurous ſpirit of our traders would carry them to all parts of the eaſt coaſt of Africa, the great iſland of Madagaſcar, the Red ſea, the Perſian gulf, and the innumerable rich iſlands ſcattered throughout the Indian ocean.—That the oppreſſive monopoly and commanding capital of the company have put it in their power, by ſacrificing their profits on articles with which any of the manufactures of this country come in competition, to cruſh them in their infancy; 'a power that more than once has deſtroyed the manufacture of Britiſh porcelain, and that was employed to oppoſe and bear down the manufacture of cotton, now riſen to ſuch national importance *.'—That even the intereſt of the company is ſacrificed to that of individuals in the practice of chartering large ſhips upon overcharged freights.—That, whatever reaſon there might be for a monopoly in the infancy of the trade, neither the diſtance, nor the greatneſs of the capital required, afford any reaſons for confining it to a company in the preſent ſtate of things; as no part of the globe is too diſtant, nor any voyage too arduous, for the ſkill and enterpriſe of our navigators, nor is any commercial undertaking too great for the capitals of our

* The Britiſh porcelain has, however, ſtood its ground, and has attained ſuch ſuperior elegance, that it is ſhipped for America, where the Chineſe porcelain can be had much cheaper than in this country; and it is even carried to China itſelf. That the cotton manufacture, notwithſtanding the prodigious capital ſunk in machinery and buildings, the alleged oppoſition of the Eaſt-India company, and the calamities which enſued in the end of the year 1792 and beginning of 1793, has raiſed its head, and become exceedingly flouriſhing, is known to every one.

merchants.—That it is evident, that monopoly is not neceſſary to the ſucceſsful proſecution of the trade with India, from the example of the Portugueſe, who carried it on without any excluſivec harter above a century, and ſtill more from that of the North-American merchants, who, with comparatively inconſiderable capitals, make ſucceſsful voyages in ſhips of moderate ſize, to every part of the Indian and Pacific oceans, 'from which the Britiſh merchants, with prior claims, ſuperior ſkill, 'and irreſiſtible capital, is by a falſe policy excluded.'—That, it being the nature of trade to force channels for itſelf, when obſtructed in its natural courſe, a clandeſtine trade is carried on between Great Britain and India through America and Oſtend, which cannot be checked without having recourſe to ſuch rigorous meaſures as the occaſion will not juſtify.—That, conſidering the difficulties attending the overthrow of a falſe ſyſtem long eſtabliſhed, and having a due regard to the intereſts of the company, they wiſh the public at large to ſee the full extent of the evil, and the legiſlature to conſider deliberately the means of removing it conſiſtently with true policy and juſtice, for which purpoſe they propoſe to preſent a petition to parliament.—That a committee correſpond with other towns to deſire their co-operation, and that their reſolutions be made ſufficiently public by means of the newſpapers.

The committee incloſed a copy of theſe reſolutions to every member of the houſe of commons, and entered into correſpondence with committees, or principal perſons, in Mancheſter, Birmingham, Exeter, Norwich, Glaſgow, Paſley, and moſt of the other trading towns in England and Scotland.

This ſcheme, wherein the intereſts of Great Britain and India were involved, after attracting conſiderable and very general attention, was blown aſide by the political conteſts which now agitated the country, but more eſpecially by the approach of war, and by the mercantile convulſions in the enſuing winter and ſpring, which gave a ſevere ſhock to all perſons concerned in commerce, and in which the merchants of Liverpool had their full ſhare.

Some reports drawn up by a ſelect committee, appointed by the directors of the Eaſt-India company, in compliance with ſeveral requiſitions of the committee of the privy council for trade, though antecedent in point of time *, might almoſt be thought to have been compoſed for the purpoſe of controverting the arguments, and contradicting the aſſertions, of the Liverpool reſolutions. And as the commercial facts contained in them are brought down as near as poſſible to the time now

* They were dated 1st and 7th September 1791, 29th December 1791, and 11th and 18th January 1792, and laid before the committee of privy council for trade, and before the houſe of commons. It will appear afterwards, that government had it in contemplation to admit individuals to a participation of the commerce of India, when the company's term ſhould expire, which would be in the year 1794. I have endeavoured to compreſs into a few pages the great variety of matter contained in the three reports, which occupy twenty-ſix ſheets of paper.

under our conſideration, the preſent ſeems, on a double account, a proper time for introducing the ſubſtance of them.

The committee ſtate, that, in order to give the greateſt encouragement to the principal and favourite manufacture of England, the company have continually exported woolen goods in ſuch abundance, that, though the ſales that were made were almoſt continually at a very conſiderable loſs, large quantities of them have every year remained unſold in their warehouſes in India. Notwithſtanding theſe diſcouragements, they have perſevered in their exports, in conſideration of the diſtreſs the manufacturers muſt ſuffer, if deprived of their uſual ſales to the company. But it can never be poſſible to make any conſiderable increaſe of the exports of manufactures to a country, poſſeſſing in the greateſt abundance raw materials for manufactures better adapted to the climate than thoſe of Great Britain (which are moreover forbidden by the rules of ſome of the religious ſects) and containing millions of ingenious and induſtrious workmen, who work for a fifth part of the wages given in England. And if the ſales to the natives cannot be increaſed, thoſe to the reſident Europeans, who are but a handful of people, can never be an object of competition for the company with individuals and foreigners.

It is evident that no commercial intercourſe is practicable in India, which is not guarded by treaties with the native princes, or by a military force; and that the numerous eſtabliſhments of the company give them, and all thoſe who are under their protection, advantages in buying and ſelling, which no unconnected individuals, nor even foreign companies, can poſſibly enjoy. In every part of the Eaſt the company's mark on the outſide of a bale is a ſufficient pledge to the buyer, that the quantity and quality of its contents are agreeable to the invoice. An individual cannot expect that implicit confidence—and perhaps he he may ſometimes fail to deſerve it *. From ſuch conſequences the ruinous effect to the trade may be eaſily foreſeen.

All the foreign companies, except the Dutch, have either totally failed, or are in a very declining ſtate. Their trade can no longer come under the deſcription of commercial adventure: it depends chiefly upon conveying to Europe the fortunes of Britiſh individuals; on which occaſion the owner of the veſſel endeavours to charge nearly the whole freight on his employer's homeward cargo, ſo as to have his outward adventure almoſt free of freight. Such ſhips are generally fitted out in thoſe ports where many Britiſh merchants are ſettled, and a great pro-

* The French counterfeited the company's packages and marks, and for ſome time impoſed their cloths upon the Chineſe, who, ſince they have detected the impoſition, will not take a bale, nor even a ſingle piece, from them without a ſcrupulous examination. In like manner, it is ſaid, lead caſed over with tin was ſent from Europe, and impoſed upon the Chineſe for tin. But the credit of the company's mark ſtill remains unimpeached in ſpite of ſuch frauds.

portion of the goods carried out conſiſts of Britiſh manufactures. Of all the foreign companies the Swediſh was eſtabliſhed on the ſoundeſt principles, and their progreſs was ſo rapid, that they muſt ſoon have engroſſed the whole of the China trade, if the commutation act had not given them a check by aboliſhing the buſineſs of ſmuggling tea into this country.

The emergencies of government, or a prudent ſacrifice to popular prejudice, may at times have favoured the views of private adventurers. But they only 'bought at a high price, from the poverty of the ſtate, 'or the venality of its members, a permiſſion to ruin themſelves.'

'What has happened' to thoſe adventurers, and alſo 'to foreign 'companies, muſt be the fate of individuals at home, ſhould they be 'admitted to a participation in the commerce with India. The phrenzy 'of ſharing in the trade to India will enſnare unwary perſons, whoſe 'rage for adventure will be productive of their ruin, before they diſ-'cover their error.' In ſuch a ſtate of the trade the company cannot be expected to continue their exports as formerly, and the diſtreſs of the woolen manufacturers in particular muſt be very great.

If individuals are permitted to range uncontrouled through every part of India, they may embroil us with the native princes; they may enter into foreign ſervice; or they may become permanent ſettlers, which will be exceedingly injurious to this country and to India; for 'the 'energy of the European character becomes impaired in the firſt gen-'eration, and is ſoon totally extinct.'

Before the commutation act the few goods exported from this country to China were received with great difficulty and reluctance in part of payment by the merchants of Canton; and there is reaſon to believe, that the export of manufactures by other nations was very trifling. But the company's ſupercargoes have at laſt accompliſhed the very arduous taſk of convincing the Chineſe merchants, that they may make a profit on the Britiſh goods imported as well as on the Chineſe goods exported, and that the increaſed quantity of teas could not be received, unleſs they would encourage the ſale of Britiſh goods. It is a certain fact, that, from whatever cauſe it may proceed, the Chineſe merchants have of late ſought after woolen goods with increaſing eagerneſs, whence the exports of them have been conſiderably augmented, and they may in time afford a profit; though the company, ſacrificing their own intereſt to the benefit of the manufactures of Great Britain, have hitherto perſevered in ſelling them at a loſs in order to eſtabliſh the uſe of them, it being very certain, that, if their own intereſt only is attended to, the export of bullion is the moſt beneficial for carrying on a trade with China. But their export of bullion has decreaſed rapidly, and they truſt, that 'the period is not very diſtant, when the whole of the 'company's inveſtment from China may be purchaſed with a very trifl-'ing export of ſilver from Europe.'

In conſequence of the arbitrary nature of the Chineſe government, very heavy occaſional loſſes are often ſuſtained, which, though the company are able to ſupport them, muſt be utterly ruinous to any individual.

As a proof of the bad effect of competition, it was obſerved, that in former times, when the company ſent each ſhip under ſeparate management, European goods fell, and thoſe of China advanced. And ſince the independence of America, ginſeng, an article on which the company's officers uſed formerly to get enormous profits, has been carried to China in ſuch quantities by American veſſels unconnected with each other, that the Chineſe allege it has no virtue, and actually refuſe to give any price for it.

The company's committee ſuppoſing, that the committee of trade entertained a ſuſpicion, that the company are not ſufficiently attentive in exploring new channels of commerce or ſupporting the old ones, affirmed, that their ſhips have long ago explored every place to the eaſtward of the Cape of Good Hope with a view to trade, and they are convinced, that the ſettlements at preſent eſtabliſhed by them are fully ſufficient for the trade of all India *.

The trade to Japan was proſecuted about the beginning of the ſeventeenth century: but the company, finding it could not be carried on without loſs, abandoned it in the year 1623. Since that time only one effort was made to revive it in 1673, which was unſucceſsful. Neither can it poſſibly be rendered advantageous in a national point of view, even if it could be made profitable to the adventurer, the only articles of import from it being copper and camphire. The various attempts to eſtabliſh a trade with Japan have coſt the company near £50,000.

Perſia, though by nature ſo happily ſituated for commerce, has long been in ſuch a convulſed ſtate, that no trade can be carried on with ſafety. The company ſtill have a ſettlement at Buſhire, eſtabliſhed at the requeſt of Kerim Khan, and another at Buſſora (or Baſſora) ſituated on the Arab river (or Euphrates) at the head of the Perſian gulf. The ſales have been ſo trifling, that the whole proceeds, taking both ſettlements together, are not equal to the expenſe of the factories, the freight from Bombay, and the ſupplies furniſhed to the Bombay cruiſers for the protection of the trade from pirates. If individuals are permitted to attempt the trade, they alſo muſt have reſidents at a great expenſe; an expenſe which the company ſupport, merely in the diſtant hope that Arabia and Perſia may in time have well-regulated governments; for till then there can be no increaſe in the exports of Britiſh productions or manufactures to Perſia. Nor is it at all improbable, that Ruſſia and France may then be enabled to ſupply Perſia with European goods eaſier than Great Britain.

* About the year 1700 the company had near eighty factories from the Red ſea to China, in which empire they had then five.

In ſupport of their aſſertions the committee added a variety of accounts of their ſales, &c. for a number of years back, compendious abſtracts of which I here inſert as being illuſtrative of the nature and progreſs of the commerce with India *.

Account of the ſales of European goods in BENGAL †.

Season.	Species of goods.	Cost ‡.	Sales in India.	Charges of import warehouse.	Profit.	Loss.	Net profit.	Net loss.
1783-4	Woolens ‖	30,747	26,661	799		4,885		
	Copper	63,732	68,988	2,069	3,186			
	Lead	4,317	4,205	126		238		
	Iron	6,483	6,029	181		635		
	Total	105,279	105,883	3,175	3,186	5,758		2,572
1784-5	Woolens	80,490	64,391	1,931		18,031		
	Copper	107,029	99,003	2,970		10,996		
	Lead	4,263	3,335	100		1,028		
	Iron	3,176	2,471	74		779		
	Steel	657	488	15		183		
	Total	195,615	169,688	5,090		31,017		31,017
1785-6	Woolens	56,604	54,923	1,647		3,328		
	Copper	89,762	88,839	2,665		3,587		
	Lead	1,043	822	25		246		
	Iron	3,050	2,010	60		1,101		
	Steel	171	138	4		37		
	Total	150,630	146,732	4,401		8,299		8,299
1786-7	Woolens	31,725	29,270	878		3,333		
	Copper	32,818	35,850	1,075	1,956			
	Lead	871	582	18		306		
	Iron	1,484	1,070	32		446		
	Steel	236	177	5		64		
	Total	67,134	66,949	2,008	1,956	4,149		2,193
1787-8	Woolens	29,332	30,596	917	347			
	Copper	26,536	46,888	1,406	18,945			
	Lead	1,654	1,382	41		313		
	Iron	2,586	1,990	60		656		
	Steel	194	157	5		42		
	Total	60,302	81,013	2,429	19,292	1,011	18,281	
1789-90 §	Woolens	30,613	34,410	1,030	2,767			
	Copper plates	18,064	19,306	676	566			
	Do. manufactured	19,763	22,976	687	2,526			
	Do. Japan	7,290	7,935	237	408			
	Lead	8,562	8,203	240		599		
	Iron	6,397	5,667	180		910		
	Steel	5,588	5,235	150		503		
	Total	96,277	103,732	3,200	6,267	2 012	4,254	
Total of costs, sales, net profit, and net loss		675,237	673,997			22,535	22,535	44,081
								22,535
Net loss in 6 years		-	-	-	-	-	-	21,546

* All the numbers in theſe accounts are pounds ſterling.

† In Bengal accounts are kept in rupees, valued in theſe accounts at 2/ ſterling.

‡ The coſt here ſtated comprehends - - - - - - prime coſt,
charges in England - - - ½ per cent,
two years' intereſt at - - 4 per cent,
inſurance in time of peace - - 3 per cent,
and freight in do. - - - - £10 per tun.

‖ The denomination of woolens in all theſe accounts includes ſeveral manufactures of cotton, and even ſome of ſilk.

§ So it is dated in two different places of the report. Qu. Were there no ſales in the ſeaſon 1788-9?

Account of sales of European goods at MADRAS *.

Season.	Species of goods.	Cost.	Sales in India.	Charges of import warehouse.	Profit.	Loss.	Net profit.	Net loss.
1783-4	Woolens	25,022	26,983	1,349	611			
	Copper	40,827	45,537	2,277	2,433			
	Lead	1,696	1,475	74		294		
	Iron	7,519	6,812	340		1,047		
	Steel	88	93	5				
	Total	75,152	80,900	4,045	3,044	1,341	1,703	
1784-5	Woolens	21,525	24,225	1,211	1,489			
	Copper	41,368	41,279	2,064		2,153		
	Lead	1,862	1,682	84		264		
	Iron	2,880	2,547	127		460		
	Steel	405	397	20		28		
	Total	68,040	70,130	3,506	1,489	2,905		1,416
1785-6	Woolens	24,168	25,934	1,296	470			
	Copper	77,705	77,023	3,851		4,533		
	Lead	169	153	8		24		
	Iron	1,530	1,251	62		342		
	Steel	238	238	12		13		
	Total	103,812	104,599	5,229	470	4,912		4,442
1786-7	Woolens	18,563	19,537	977		2		
	Copper	20,321	20,126	1,006		1,201		
	Lead	854	777	39		116		
	Iron	1,683	1,419	71		336		
	Steel	1,043	927	46		162		
	Sheet lead	37	39	2				
	Total	42,501	42,825	2,141		1,817		1,817
1787-8	Woolens	20,684	22,974	1,148	1,142			
	Copper	28,263	29,733	1,487		17		
	Lead	677	612	30		96		
	Iron	2,130	1,844	92		377		
	Steel	61	78	4	12			
	Total	51,815	55,241	2,761	1,154	490	664	
1788-9	Woolens	19,696	21,610	1,070	844			
	Lead	835	722	36		149		
	Sheet lead	364	357	17		24		
	Copper plates, Do. manufactured, Do. japan	33,858	44,945	2,237	8,850			
	Iron	4,509	4,137	204		577		
	Steel	753	725	36		63		
	Total	60,015	72,496	3,600	9,694	813	8,881	
Total of costs, sales, net profit and net loss		401,335	426,191				11,248	7,675
							7,675	
Net profit in 6 years							3,573	

* Exchange with sterling at 8/ per pagoda.

Account of sales of European goods at BOMBAY *.

Season	Species of goods.	Cost.	Sales in India.	Charges of import warehouse.	Profit.	Loss.	Net profit.	Net loss.
1784-5	Woolens	10,908	8,832	176		2,249		
	Lead	1,439	851	17		605		
	Iron	3,475	1,977	39		1,538		
	Steel	507	304	6		208		
	Copper plates	6,622	9,135	183	2,330			
	Do. fine	9,912	10,994	220	861			
	Do. japan	453	489	10	27			
	Total	33,313	32,582	651	3,218	4,600		1,382
1785-6	Woolens	69,694	59,905	1,198		10,987		
	Lead	2,315	893	18		1,440		
	Iron	1,206	311	6		901		
	Steel	1,528	1,490	30		67		
	Copper plates	6,227	6,911	138	545			
	Do. fine	17,534	15,228	305		2,610		
	Do. japan	2,904	2,663	53		294		
	Total	101,408	87,401	1,748	545	16,299		15,754
1786-7	Woolens	34,733	37,585	752	2,100			
	Lead	2,548	2,172	43		420		
	Iron	2,795	1,990	40		845		
	Steel	1,002	978	19		42		
	Copper plates	18,971	22,285	496	2,818			
	Do. fine	40,295	42,830	859	1,676			
	Do. japan	4,298	4,561	91	172			
	Total	104,642	112,401	2,300	6,766	1,307	5,459	
1787-8	Woolens	60,797	59,035	1,181		2,943		
	Lead	2,319	1,684	34		669		
	Iron	2,328	1,546	31		813		
	Steel	3,166	2,307	46		905		
	Copper plates	22,806	27,218	544	3,868			
	Do. fine	18,070	18,874	377	427			
	Do. japan	1,632	1,948	39	277			
	Total	111,118	112,612	2,152	4,572	5,330		758
1788-9	Woolens	11,062	10,281	205		986		
	Lead	5,070	4,327	87		830		
	Iron	10,052	6,948	139		3,243		
	Steel	195	158	3		41		
	Copper plates	29,263	38,930	779	8,888			
	Do. fine	10,831	11,897	238	828			
	Do. japan	3,390	4,250	85	776			
	Tin	360	322	6		45		
	Total	70,223	77,113	1,542	10,492	5,145	5,347	
1789-90	Woolens	19,734	18,899	378		812		
	Lead	4,504	3,605	72		971		
	Iron	4,217	2,738	55		1,534		
	Steel	8,856	7,303	146		1,699		
	Copper, fine	10,638	10,545	211		304		
	Do. plates	14,599	17,150	343	2,208			
	Do. japan	3,192	3,524	70	261			
	Total	65,740	63,764	1,275	2,469	5,320		2,851
Total of costs, sales, net profit and net loss		486,444	485,873				10,806	20,745
								10,806
Net loss in 6 years								9,939

* Exchange with sterling at 2/3 per Bombay rupee.

Account of ſales of European goods at CANTON *.

Season.	Species of goods.	Cost.	Sales in China.	Charges of warehouse.	Profit.	Loss.	Net profit.	Net loss.
1781-2	Woolens †	59,514	55,477	32		4,069		
	Lead	10,456	10,790	94	240			
	Total	69,970	66,267	126	240	4,069		3,829
1782-3	Lead	4,017	3,781	37		273		273
1783-4	Woolens	245,153	236,209	192		9,135		
	Lead	26,725	20,217	170		6,678		
	Total	271,878	256,426	362		15,813		15,813
1784-5	Woolens	212,041	204,717	111		7,435		
	Lead	17,398	13,019	114		4,493		
	Total	229,439	217,736	225		11,928		11,928
1785-6	Woolens	195,719	192,456	104		3,367		
	Lead	39,892	28,160	204		11,935		
	Total	235,611	220,616	308		15,302		15,302
1786-7	Woolens	258,151	247,370	132		10,913		
	Lead	65,257	45,144	381		20,494		
	Total	324,408	292,514	513		31,407		31,407
1787-8	Woolens	211,120	206,359	120		4,881		
	Copper	2,337	2,406	9	60	60		
	Lead	55,469	38,519	303		17,253		
	Total	268,926	247,284	432	60	22,134		22,074
1788-9	Woolens	386,675	369,141	186		17,720		
	Copper	2,252	2,632	9	371			
	Lead	58,520	39,316	314		19,518		
	Total	447,447	411,089	509	371	37,238		36,867
1789-90	Woolens	336,962	321,132	165		15,995		
	Copper	19,357	18,131	46		1,272		
	Lead	54,948	32,917	275		22,306		
	Tin	5,099	4,777	18		340		
	Total	416,366	376,957	504		39,913		39,913
1790-91	Woolens	406,830	398,027	197		9,000		
	Copper	26,239	25,174	54		1,119		
	Lead	52,322	44,446	288		8,164		
	Tin	67,755	72,692	163	4,773			
	Total	553,146	540,339	702	4,773	18,283		13,510
Total of costs, sales, and net loss in 10 years		2,821,208	2,633,009					190,916

* Exchange with ſterling at 6/8 per tale, tael, or tahel.

† Though there is a loſs every year on woolens in general, yet camlets have yielded a profit in every one of theſe years, as have alſo ſome ſmaller articles claſſed under the general denomination of woolens. It is but of late that our manufacturers have got into the method of making the kind of camlets, which are acceptable in China, equal to thoſe made by the Dutch.

Account of ſales of woolen goods in PERSIA, *which are carried thither from Bombay* *.

Season.	*Sales at* Buſſora. Cost.	Sales	Bombay warehouſe charge.	Net profit.	Net loss	*Sales at* Buſhire. Cost.	Sales.	Bombay warehouſe charge.	Net profit	Net loss.
1780-1	2,235	1,347	27		915	7,937	7,224	144		857
1781-2	9,819	8,940	179		1,058	3,663	3,542	71		192
1782-3						1,900	1,977	39	32	
1783-4	7,606	6,652	133		1,087					
1784-5	13,061	11,526	230		1,865	7,060	7,022	140		178
1785-6	4,683	3,583	72		1,172					
1786-7						3,133	3,378	68	178	
1787-8	9,517	8,223	164		1,458	87	93	2	4	
1788-9	6,149	4,528	91		1,711	3,007	2,845	57		219
1789-0	7,598	5,672	112		2,039					
	60,768	50,471	1,008		11,305	26,793	26,081	521	214	1,446
										214
										1,232
										11,305
	Net loss on the two factories in Persia in 10 years - -									12,537

Account of the value of the European goods remaining unſold at each of the preſidencies in India.

		Bengal.		Madras.		Bombay.	
1782-3	Woolens			22,374	38,086		
	Metals			15,712			
1783-4	Woolens	108,982	213,325	30,960	109,512	12,225	19,404
	Metals	104,343		78,552		7,179	
1784-5	Woolens	70,864	161,034	34,043	92,282	12,958	54,553
	Metals	90,170		58,239		41,595	
1785-6	Woolens	51,306	80,529	37,322	46,250	11,801	52,279
	Metals	29,223		8,928		40,478	
1786-7	Woolens	40,011	71,313	39,718	50,227	15,910	23,333
	Metals	31,302		10,509		7,423	
1787-8	Woolens	27,125	66,708	44,925	52,715	42,300	44,530
	Metals	39,583		7,790		2,230	
1788-9	Woolens	40,270	46,043	39,413	47,776	64,511	76,209
	Metals	5,773		8,363		11,698	
1789-90	Woolens	53,593	56,556			74,754	74,910
	Metals	2,963				156	

Hence it appears that the value of the goods remaining in the warehouſes frequently exceeded that of the year's ſales.

As a proof that the company, notwithſtanding the ſacrifice of their property in their ſales, had almoſt conſtantly made their exports to China larger than the quantities indented for by their ſupercargoes at Canton, their committee produced the following

* The accounts are kept in Bombay currency, viz. the rupee equal to 2/3 ſterling.

Account of tin, lead, *and* woolens, *indented for, and exported to, China from* 1785 *to* 1791 *inclusive.*

	Tin, tuns,		Lead, tuns,		Cloth, pieces,		Long ells, pieces,		Camlets, pieces,	
	ind.	exp.	ind.	exp.	ind.	exp.	ind.	exp.	ind.	exp.
1785				2,040	3,503	4,534	50,000	60,000		332
1786		none		1,830	3,501	3,491	40,000	60,000	none.	200
1787				1,720	3,750	3,879	100,000	107,000	400	none.
1788	none.	55	none.	1,590	2,869	4,122	107,000	107,000	600	740
1789		783		1,610	3,093	4,608	112,500	112,520	800	1,200
1790		1,200		700	5,869	6,393	114,500	127,860	800	1,797
1791	1,187	1,200		710	6,402	6,456	136,200	150,000	2,240	2,340
	1,187	3,238		10,200	28,987	33,483	660,200	724,380	4,840	6,609

The committee drew the following compariſon between the company's exports in the laſt century, and in the eleven laſt years, and they ſelected the period, when the greateſt clamour was raiſed againſt their excluſive commerce, which government found it neceſſary to confirm, notwithſtanding the enormous proportion of bullion exported in thoſe times.

	Produce and manufactures.	Bullion.
In 1652-53-54 the value of the exports was only - -	£ 3,278	£ 8,441
1655-56 the trade was open. The company exported nothing.		
1657 the company began again under a joint stock, and exported	2,114	74,235
1658-59-60 the exports were - - -	23,763	227,820
Total of merchandize and bullion exported in nine years -	29,155	310,496
Do. exported in four years 1671-72-73-74 - -	257,429	821,157

*Amount of modern exports * in eleven years to*

INDIA *and* CHINA.

Season.	Merchandize or manufactures.	Metals.	Stores.	Merchandize or manufactures.	Metals.	Stores.	Bullion.
1781	£ 200,808	£ 157,614	£ 163,878	£ 129,179	£ 10,349	£ 2,206	
1782	123,834	183,356	133,773	94,992	9,416	1,717	
1783	95,261	122,855	77,237	113,763	4,579	1,743	
1784	92,205	93,806	55,256	146,741	27,835	2,904	
1785	74,683	80,152	104,226	224,612	37,989	7,503	£ 724,317
1786	122,709	97,899	85,179	202,023	36,535	6,972	749,833
1787	108,388	137,194	153,603	323,107	38,046	7,289	646,789
1788	119,449	99,028	152,587	335,392	59,208	6,598	489,192
1789	80,184	273,104	100,435	354,717	107,995	7,769	787,078
1790	75,141	191,944	120,525	431,385	105,707	4,081	532,705
1791	86,680	124,889	108,560	486,993	99,448	4,000	422,098
	1,179,342	1,561,841	1,255,259	2,842,904	537,107	52,782	4,352,021

* The private trade, allowed to the officers of the company's ſhips, makes an addition to the amount of the exports, which in the years 1784 to 1790 was eſtimated to be from £110,410 to £153,340 annually. In the year 1791 the company enlarged the privileged tunnage of their officers from 87 to 92 tuns in each ſhip.

As a ſupplement to theſe accounts, I ſhall here add

The amount of the commercial charges at the ſeveral preſidencies, factories, &c. belonging to the Eaſt-India company, for ſeveral years *.

	1788-9	1789-90	1790-1	1791-2
Bengal and subordinate factories	£120,021	£148,643	£125,780	£1,261,403
Madras and subordinate factories -	14,124	11,944	11,717	13,279
Bombay and subordinate factories	3,003	5,041	4,782	7,734
Fort Marlburgh and dependencies	48,640	52,340	43,692	
St. Helena - -	27,108	26,423		
Canton - - - -	49,808	41,350	45,381	
(The factory charges at Canton are added to the cost of the goods invoiced for Europe).	262,704	285,741		

Account of the prime coſt and amount of ſales of goods ſold by the Eaſt-India company between the 1st *of March* 1791 *and the* 1st *March* 1792.

	Quantity.	Prime cost.	Sales.
Tea ..... lb.	16,299,854	£1,265,317	£2,403,338
China raw silk..... lb.	217,297	151,685	236,179
China ware		28,975	40,049
Nankeens ..... pieces	50,769	12,000	19,972
Bengal raw silk ..... qr. lb.	236,188	210,261	320,395
Bengal piece goods..... pieces	709,045	523,444	1,285,696
Coaſt piece goods ..... pieces	144,699	144,832	341,209
Surat piece goods ..... pieces	57,080	23,965	44,383
Saltpetre and red-wood..... cwt.	42,934	20,456	87,971
Pepper ..... lb.	2,263,141	60,025	153,132
Coffee..... cwt.	6,140	26,343	46,096
Drugs, &c.		63,612	140,891
Raw Sugar..... cwt.	4,017	4,663	22,221
		2,535,578	5,141,532

	Sales.	Charges.	Net proceeds.
The ſales of India goods amounted to	£2,441,994		
deduct cuſtoms £556,510			
freight..... 249,738			
charges of merchandize 146,519		£952,767	
Net proceeds			£1,489,227
The ſales of China goods amounted to	2,699,538		
deduct cuſtoms †..... 55,212			
freight..... 469,624			
charges of merchandize 161,972		686,808	
Net proceeds			2,012,730
Total of ſales, charges, and net proceeds	5,141,532	1,639,575	3,501,957
There were alſo goods belonging to private trade amounting to	709,455		

* This and the following accounts are extracted from papers preſented to the houſe of commons in March 1792.

† It muſt be remembered, that the cuſtoms on tea are paid by the purchaſers.

I ſhall conclude this arithmetical detail with the following

Account of the EAST-INDIA COMPANY'S STOCK *by computation on the 1st of March* 1792.

Due to annuitants	£2,992,440	Debt due by government	£4,200,000
Bonds	3,209,042	Cash	443,737
Bills drawn in India and China	2,820,318	New ſtock	37,800
Cuſtoms on goods	597,456	Goods ſold not paid for	1,122,533
Due to the bank on mortgage	300,000	Goods in England unſold	5,006,118
Intereſt on do.	8,000	Cuſtoms receivable on tea returned	21,621
Freight and demurrage	291,340	Net balances of quick ſtock,	
Supercargo's commiſſions	72,970	at Madras	1,831,589
Due to owners of private trade	246,870	at Bencoolen (or Marlburgh)	142,355
Alms-houſes at Poplar	66,966	Balance at St. Helena	49,103
Intereſt on military and contingent funds	59,763	Do. at Canton	550,205
Warrants unpaid	90,400	Cargoes afloat for India and China	1,485,001
Due in department of ſhipping	71,958	Goods for exports paid for	395,991
Due for exports of former years	298,942	Silver do. do.	395,597
Due for teas returned by buyers	5,944	Advanced to owners of ſhips	96,970
Due to contractors of indigo	13,214	Value of East-India houſe, &c.	329,300
Intereſt on annuities	55,774	Do. of veſſels employed in England	38,560
Do. on bonds	72,585	Do. of dead ſtock * in India	400,000
Dividends on ſtock	57,336	Expenſe of French priſoners in do.	260,687
Additional capital	5,000,000	Do. of expedition to Manila	139,877
Net balance of quick ſtock againſt the company ..... at Bengal	2,380,418	Do. of the king's troops in India	21,447
and at Bombay	795,421		£16,968,491
	£19,507,157	Balance againſt the company	2,538,666
			£19,507,157

The above accounts, all extracted from the Eaſt-India company's own official vouchers, furniſh a pretty good ſtock of information concerning their affairs, as repreſented to the committee of council for trade, and to parliament. We may obſerve from them the decline of the trade with India, and the great increaſe of that with China, which is ſupported by the prodigious demand for tea in this country.

The accounts of ſales in India do not ſhow the company's trade to that country ſo great and important as moſt people, I believe, judging by the vaſt extent of their concerns, are apt to ſuppoſe it, the ſales at each preſidency being not greater than thoſe of many merchants, warehouſemen, and other wholeſale dealers, in this country, which are managed at a trifling expenſe: ſo that, even, if they were attended with tolerable profits, but with alſo a certainty that no new channels of trade can poſſibly be opened, they would not exhibit any enviable proſpect of the exportation trade to India. But, with ſuch a dreadful ſtatement of

* Though the dead ſtock is here valued only at £400,000, the whole money expended on fortifications and other local property, was by the laſt advices as follows.

At Bengal	£4,633,171
Madras and its ſubordinate factories	1,806,116
Bombay and do.	1,726,393
At Fort Marlburgh and do.	126,384
St. Helena	77,658
	£8,369,722

It is curious that ſlaves are comprehended under the denomination of *dead* ſtock.

almoſt continual loſs, and with charges of trade ſometimes exceeding the whole amount of the ſales, they ſurely hold out no temptation to any perſon to engage in that branch of commerce, eſpecially if he conſiders, that moſt of the fine manufactures, which from the moſt remote antiquity have been peculiar to India and China, are now made in great perfection at home *.

It is proper here to obſerve, that the Eaſt-India company had at this time, beſides the botanic garden at Calcutta, (already noticed, V. iv, p. 135) botanical eſtabliſhments at Madras and S^t. Helena. They repreſented to the committee of privy council for trade, that they had increaſed the culture of ſilk and cotton to a very great extent; that they had made experiments with almoſt every article which India affords, or which could be procured from the more eaſtern countries; and that they had great confidence in their recent attempts with regard to ſugar.

November 9^th—A number of veſſels, loaded with corn for France, were obliged to land it, and others were prohibited from taking in corn for that country, by an order of the king in council. This meaſure being confeſſedly contrary to law, the adviſers of it were indemnified by a ſubſequent act of parliament.

In the month of November this year there were no fewer than *one hundred and five bankruptcies*. There were very few months in all the years preceding 1792, wherein the gazette, that doleful regiſter of commercial miſcarriage, has exhibited above the half of that number †.

The Weſt-India planters were much alarmed by the act of this year for regulating the allowance of drawback and bounty on the exportation of ſugars from Great Britain, &c. which they conſidered as bearing hard upon themſelves in a limitation of the price of their principal ſtaple.

Soon after the act was received in Jamaica, the aſſembly of that iſland appointed a committee to inquire into the ſtate of the ſugar trade, and the probable effect of the act upon it, who gave in a report to the houſe containing much valuable information upon the progreſs of cultivation in that important iſland, and of the changes in the prices of ſugar. In a comparative view of the ſtate of the cultivation, exports, and proceeds, of ſugars during two periods of four years each, which were exempted from wars and hurricanes, they ſtated the following facts, which I have reduced as much as poſſible to the comprehenſive form of a table ‡.

* Though the importation of manufactured goods is by no means profitable to the Eaſt-India company, (for heavy charges and duties ſwallow up the great apparent advance of price) the merchants of the United ſtates of America find their account in importing the piece goods of India and the porcelain of China; becauſe the moderate expenſe of ſubſiſtence enables the Oriental manufacturers to furniſh their goods at prices with which the enormous expenſe of living in this country renders it impoſſible for our manufacturers, with all their wonderful improvements in machinery, to enter into any degree of competition. And the other countries of Europe have not hitherto rivaled the Britiſh manufactures.

† The higheſt number before this November was 83 in November 1778, as appears in the table made up by Mr. Chalmers in his *Eſtimate*, *p.* xlvi, *ed.* 1794.

‡ For the information contained in this report I am indebted to Mr. Edwards, who has given an abridgement of it in his valuable *Hiſtory of the Weſt Indies*, *V.* ii, *p.* 493.

	In the years 1772, 1773, 1774, 1775 *.	In the years 1788, 1789, 1790, 1791.
The quantity of sugar imported into Great Britain from Jamaica during each period was ..... cwt.	3,921,781	5,130,085
and from the other islands ..... ——	3,762,804	2,563,228
Shipping cleared out from Jamaica in the year 1787 ..... } tuns	85,788	
and in the year 1791 (increase 52,361) .. ——		138,149
Average price of slaves †	£34 10 3½	£47 2 6½
		in 1792 59 2 9
Hire of labourers per day	0 1 2	1 9
American lumber, Irish salted beef, ——— pork, Herrings - } advanced		37, 22½, 10, 66 } per cent.
Herrings imported during each period ..... barrels	76,168	169,051
Annual export of sugar from Jamaica to Great Britain ..... } ‡ cwt	980,436	1,282,514
Average gross sales of it ..... ——	£1 14 8	£2 18 7
Amount of duties, insurance, freight, commissions, &c. and value of the supplies from Great Britain and Ireland for the estates ..... ——	16 3½	1 6 5
Net proceeds at the disposal of the planter .. ——	18 4½	1 12 2
Net proceeds of the whole	900,775 11 6	
Annual exports of sugar to America .... hogsheads	408	
Number of sugar estates in the island	775	767
		whereof 47 are new-settled.
Annual average of taxes raised in the island	£27,855 10 2	£102,328 4 3½
Extra public burthens amount to above		45,000 0 0
Sugar estates require on an average an annual supply of *six* new negroes, the expense of which, and the taxes (whereof two thirds are paid by the sugar-planters) reduce the above net proceeds to £726,992 : 2 : 4 for the income of 775 sugar estates. That sum was inadequate to the support of the planters and their families, and the payment of their debts; and thence in the course of twenty years there were sold for debt 177 estates		The planters have begun to pay their debts, and have got into better credit.
there were thrown up - - - -	55	
and remaining now (1792) in the hands of creditors -	92	
The sugars were boiled	with wood got upon the plantations.	with imported coals on many plantations.

The committee apprehend, that the uncertainty of drawbacks being allowed, or not, muſt prevent foreigners from applying to Great Britain for ſugars, whereby they are in danger of being confined to the conſumption of Great Britain and Ireland, the conſequence of which muſt replunge the planters into the ſtate of bankruptcy and ruin, from which they are beginning to emerge. They aſſert, that Weſt-India produce is as much a part of the national wealth, as if it were raiſed in any part of Great Britain: and they obſerve, from an account publiſhed by Mr. Arnould, that France, previous to the revolution, received annually one hundred and twenty millions of livres for ſugar and coffee exported to Italy, Holland, Germany, and the Baltic, which ſum of itſelf turned the

* Though the American war began in 1775, the American privateers did not ſeize Weſt-India veſſels till the beginning of 1776.

† All the ſums mentioned in this report are ſterling money.

‡ The weight here ſtated is what the ſugars weighed when landed in Great Britain.

balance of trade in favour of that kingdom. They therefor recommend to the houſe to inſtruct Mr. Fuller, their agent, to petition parliament for a repeal of that part of the act, which regulates the exportation of ſugars from Great Britain to foreign markets.

After fully conſidering the ſtate of the ſugar trade, the committee turn their attention to the conſequences of an abolition of the ſlave trade, which they predict to be the total depopulation and utter ruin of the iſland *. They then obſerve the late increaſe of coffee plantations. During the whole of the firſt period of their inquiry the exports of that article were only 2,114,842 pounds, and they were annually decreaſing. During the ſecond period, in conſequence of the reduction of the exciſe duty in 1783 to 6*d* a pound, the exports have annually increaſed; and in 1791 they amounted to 2,999,874 pounds. They ſtate the number of coffee eſtates to be now 607, and the negroes employed upon them to be 21,011. Theſe eſtates being moſtly new-ſettled, and the coffee-trees requiring five years to come into full bearing, the exports of coffee may be expected in a few years to be an object of great importance to the commerce of Great Britain.

This year the city of Waſhington, or the Fœderal city, intended for the ſeat of the general government of the United ſtates of America, was founded on the north bank of the River Potowmack, having a diſtrict annexed to it on both ſides of the river, which is detached from Virginia and Maryland, and is under the juriſdiction of the city. The ſituation unites all the advantages deſireable for a city deſtined to be the commercial, as well as the legiſlative, capital of the United ſtates, being nearly at equal diſtances from both ends of that extenſive confederacy of republics, having eaſy acceſs to and from the Ocean for the largeſt merchant ſhips by the great river Potowmack and the noble Bay of Cheſſapeak, both remarkably clear of ſhoals and dangers, and commun-

* They 'ſuppoſe a planter ſettling with a gang 'of one hundred African ſlaves, all bought in 'the prime of life. Out of this gang he will be 'able at firſt to work, on an average, from eighty 'to ninety labourers. The committee will further 'ſuppoſe, that they increaſe in number; yet in the 'courſe of twenty years this gang will be ſo far 'reduced in point of ſtrength, that he will not be 'able to work more than from thirty to forty. It 'will, therefor, require a ſupply of fifty new ne'groes to keep up his eſtate; and that not owing 'to any cruelty, or want of good management, on 'his part: on the contrary, the more humane he 'is, the greater number of old people and young 'children he will have on his eſtate. This decreaſe 'of culture will be gradual, and will not at firſt be 'materially felt: but in the courſe of time it will 'reduce the quantity of ſugars and coffee export'ed to Great Britain by her own colonies ſo much, 'that ſhe will be obliged to purchaſe, inſtead of 'ſelling, thoſe articles at foreign markets, to the 'great benefit of other nations, who will not fol'low her example, but who will, on the contrary, 'encourage their ſugar colonies, and extend their 'cultivation.'

With ſubmiſſion, it may be aſked, if people become ſuperannuated in twenty years after being in the *prime of life*, and if the children of theſe ſuperannuated people are all in a ſtate of infancy? If one half of the ſlaves are women (as they ought to be, if the planter looks to futurity), will not thoſe fifty women in twenty years have, beſides younger children, at leaſt one hundred grown up to young men and women, capable of partaking the labour of their parents, and replacing their loſs by ſuperannuation or death, as has been the caſe with the working people in all other parts of the world from the creation to this day?

icating, by canals and improvements of the natural navigation of the rivers, with a back country of prodigious extent and rapidly-improving population and importance.

The following brief notices concerning canals are worthy of attention.

This year Mr. Templer of Stover-lodge made a cut from Teignmouth to the neighbourhood of Aſhburton (both in Devon-ſhire) at his own expenſe: the only example, I believe, beſides the duke of Bridgewater's, of ſuch a work being undertaken and accompliſhed by an individual.

The canal, leading from the coal-works at Wedneſbury to Birmingham, was begun in 1769 with a capital conſiſting of 500 ſhares of £140 each. The price of coals was thereby reduced from 13*s* a tun to 8*s*/4; and the value of the ſhares in the canal roſe in the year 1782 to £370, and this year to £1,170.

The ſhares of the Birmingham canal, originally £100, were this year worth above £1,000.

Such are the benefits conferred by inland navigations, when judiciouſly planned, on their proprietors, and on all the country around.

A very ſimple method of preſerving water at ſea was communicated to the patriotic ſociety for the encouragement of arts, manufactures, and commerce. It conſiſts merely in firing the inſide of the caſk, (the heading as well as the ſtaves) ſo much as to produce a thin cruſt, or lining, of charcoal on the whole inſide ſurface of it. The caſks ſo prepared never become muſty when empty.

The following *Account of the fiſhery and trade of Newfoundland, from the re-eſtabliſhment of peace till the end of this ſeaſon*, is extracted from the official returns, made to the committee of the privy council for trade and plantations, by the admirals commanding on that ſtation.

	Veſſels.	Tuns.	Seamen and paſſengers.	Quintals of fiſh cured.	Tuns of train oil.	Tierces of ſalmon exported.	Seal oil; and oil, ſkins, and teeth of ſea-cows; value.	Furs obtained by hunting and trade, value.
In the year 1784								
Britiſh fiſhing veſſels	236	22,535	5,790	131,650	679			
Britiſh ſack veſſels	60	6,297	547					
Britiſh colony veſſels	50	4,202	435			725	£3,382	£540
Bye boats	344		2,606	93,050	506			
Boats of the inhabitants	1,068			212,616	961			
1785								
Britiſh fiſhing veſſels	292	26,528	7,215	170,372	771			
Britiſh ſack veſſels	85	9,202	866					
Britiſh colony veſſels	58	6,260	477			2,341	4,292	1,660
Bye boats	540		2,887	111,994	429			
Boats of the inhabitants	1,434			262,576	1,433			
1786								
Britiſh fiſhing veſſels	280	23,201	8,582	212,415	830			
Britiſh ſack veſſels	173	16,838	1,426					
Britiſh colony veſſels	34	2,861	281			2,596	6,071	2,800
Bye boats	413		5,326	99,180	526			
Boats of the inhabitants	1,152			257,547	1,035			
1787								
Britiſh fiſhing veſſels	306	30,882	9,112	276,215	602			
Britiſh ſack veſſels	167	22,434	1,487					
Britiſh colony veſſels	37	4,339	330			3,865	5,435	2,093
Bye boats	451		3,625	114,180	585			
Boats of the inhabitants	1,709			341,620	1,562			

In the year 1788								
British fishing vessels . . .	389	38,846	10,508	412,580	688			
British sack vessels	150	20,572	1,423					
British colony vessels . . .	28	3,048	232			3,736	£7,126	£1,901
Bye boats	317		2,397	79,285	415			
Boats of the inhabitants. .	2,090			457,105	1,744			
1789								
British fishing vessels . . .	304	27,500	7,831	326,309	638			
British sack vessels	168	23,359	1,464					
British colony vessels . . .	70	6,787	511		345	2,327	11,688	13,768
Bye boats	533		7,323	106,000	452			
Boats of the inhabitants. .	1,456			339,260	1,282			
1790								
British fishing vessels . . .	259	20,654	4,234	262,240	638			
British sack vessels	143	9,981	1,496					
British colony vessels . . .	69	*qu.* 17,941	1,209		324	2,990	3,190	4,970
Bye boats	387		6,749	83,870	226			
Boats of the inhabitants. .	1,414			302,974	1,261			
1791								
British fishing vessels . . .	245	21,422	5,753	183,494	464			
British sack vessels	151	20,107	1,332					
British colony vessels . . .	76	8,392	561		243	3,585	3,190	2,505
Bye boats	584		6,061	123,023	576			
Boats of the inhabitants. .	1,259			229,770	883			
1792								
British fishing vessels . . .	276	18,838	6,607	156,360	343			
British sack vessels	161	21,275	1,319					
British colony vessels . . .	57	6,250	327		275	4,598	11,920	2,330
Bye boats . . . . . }	1,997		7,138	395,900	1,747			
Boats of the inhabitants }								

In the years 1784, 1787, and 1788, there appears to have been no trade with the natives; but in 1789 it amounted to £12,728, and in 1790 to £4,080, comprehending in these years the greatest part of the furs, &c.

The number of people residing throughout the winter in the island was 10,701 in the year 1784. In 1789 they were increased to 19,106; and in 1791 they were reduced to 16,097. The greatest quantity of land in cultivation during this period was 8,034 acres in the year 1785, when only 10,244 people wintered on the island; and only 4,299 in 1789 when the population was at the highest.

From the returns, made by the naval officer to the office of the committee of the privy council for trade, I have extracted, as a specimen,

An Account of the exports from Newfoundland, between 1st October 1790 and 10th October 1791.

	Great Britain, Ireland, Jersey, Guernsey.	Spain, Portugal, Italy, Madeira.	The West-Indies.	Canada, N. Scotia, N. Brunsk.	United States.	Totals.
Dry cod fish . . . . . quint.	29,717	664,402	57,177			751,296
Core fish . . . . . quint.	20,825					20,825
Salmon . . . . . tierces		4,694	158	194		5,046
Herrings . . . . . barrels	26	93	1,244	362		1,725
Oil . . . . . tuns .	2,060	54	8			2,122
Seal skins . . . . . n°. . .	28,964					28,964
Planks and boards . . feet .	40,544					40,544
Shingles . . . . . n°. . .			29,000			29,000
Staves . . . . . n°. . .	16,948					16,948
The shipping cleared outward, were						
Vessels	140	288	47	35	13	523
Tuns	10,451	36,671	5,158	4,354	1,786	58,420
Men	1,047	2,468	366	294	114	4,289

It may be here obſerved that the year ending with October 1788 exceeded the above, and alſo all preceding years, in the number and tunnage of ſhipping, and in the quantity of fiſh exported.

The following *Account of the ſtate of the French fiſhery at Newfoundland, during ſeveral years*, is alſo taken from the returns of the Britiſh admirals, who commanded on that ſtation.

	Veſſels.	Tuns.	Boats.	Men.	Quintals of fiſh cured.	Tuns of oil.
In the year 1786	86	22,640	1,532	7,859	426,400	1,059
1787	73	15,690	1,342	6,402	128,590	323
1788	86	20,130	1,560	7,433	241,262	608
1789	58	15,900	1,035	7,314	239,000	
1791	43	10,417	628	5,895	40,580	121
* 1792	46	9,180	689	3,397	94,000	174

The following is *an authentic ſtatement of the commerce of Peterſburg during this year.*

	Value of exports, Rubles.		Value of imports, Rubles.		Duties levied at Peterſburg and Cronſtadt, Rubles.	
By merchants of Ruſſia	13,579,337	57	18,228,855	32		
Great Britain	7,378,319	16	1,930,457	60		
Denmark	201,726	58	435,399	0		
Germany	27,336	91	133,489	50		
Sweden			3,700	50		
Holland	134,330	26	227,473	50		
Lubeck	8,547	0	8,135	0		
France	417,809	11	414,983	92		
Italy	3,510	0	4,399	0		
Hamburgh			6,631	50		
Switzerland			6,728	50		
Portugal	170,298	63	125,444	45		
Spain	179,458	50	248,689	0		
Mecklenburg			34,124	50		
ſundry nations	23,001	58	123,421	69		
By captains of veſſels	100,656	28	182,092	60		
Totals	22,224,331	58	22,114,025	58	4,109,074	36

A great proportion of thoſe, who were claſſed in this account as Ruſſian merchants, were in fact Britiſh ſubjects, who made themſelves citizens of Peterſburg, or ſome other Ruſſian town, in order to obtain the abatement of duties allowed to the ſubjects of Ruſſia; and hence we ſee the amount of the nominal Ruſſian exports and imports this year exceed that of the Britiſh.

* Mr. Waldron, a merchant engaged in the trade to Newfoundland, and who had for ten years acted as naval officer for the diſtrict of Fortune bay in Newfoundland, which is near to the French iſlands and fiſhing grounds, informed a committee of the houſe of commons in the year 1793, that he ſent an officer every year to St. Pierre, generally at the requeſt of the ſurrogates, to examine the ſtate of the French fiſhery; that in Auguſt 1792 there were 40 brigs and ſhips, averaging about 150 tuns burthen, the crews of which, together with the inhabitants of the iſland, employed 640 flats carrying two men each; they had from 110 to 120 fiſhing ſhalops carrying three men each, and 100 bankers carrying, on an average, eight men each. [*Second report of the committee on the trade of Newfoundland, April* 1793, *p.* 2.]

In the courſe of the ſeaſon 996 veſſels arrived, whereof 609 were Britiſh, 83 Daniſh, 59 Dutch, 50 of Roſtock, 51 Ruſſian, 36 Swediſh, 24 of the United ſtates of America, 20 of Lubeck, 19 Spaniſh, and 15 of Hamburgh.

There ſailed 971 veſſels, whereof 606 belonged to Great Britain and Ireland, viz.

for London	156	for Leith	24	for Dublin	20	for Jerſey	4
Hull	110	Grangemouth	12	5 other ports in Ireland	19	for ſeveral ports on the continent of Europe.	28
Liverpool	72	Dundee	10				
Briſtol	17	Port Glaſgow and Greenock	10				
Newcaſtle	17						
43 other ports in England	88	13 other ports in Scotland	19				
	460		75		39		32

Of the 24 veſſels belonging to the United ſtates of America, 3 ſailed for New York, 1 for Philadelphia, and the reſt for Boſton and other ports in New England.

The principal articles of the exports by the Britiſh veſſels were iron, hemp and flax of all kinds, tallow, pot-aſh, linens, timber and deals, lintſeed, and furs of various kinds.

The following is an Account of the veſſels belonging to the Britiſh dominions, with their regiſtered tunnage and uſual number of men, on the 30th of September 1792.

	Veſſels.	Tuns.	Men.
England	10,633	1,186,610	87,569
Scotland	2,143	162,274	13,491
Ireland	1,193	69,567	6,730
Colonies	1,745	103,316	8,389
Guernſey, Jerſey, &c.	188	13,901	1,241
Mann	177	4,477	866
Total	16,079	1,540,145	118,286

There were built and registered in the several ports of the British dominions, in the course of this year,

821 veſſels measuring 78,120 tuns.

The net revenue of the cuſtoms, paid into the exchequer in the courſe of the year, was

from the cuſtom-houſe in London	£3,957,486	1	10
from the cuſtom-houſe in Edinburgh	31,104	0	0
the Weſt-India duty of four and a half per cent	38,640	0	0
Total net revenue of the cuſtoms of Great Britain	£4,027,230	1	10

There were coined at the mint, in the courſe of this year,

25,080 pounds of gold, value	£1,171,863	0	0
and 83 lb. 1 oz. 17 dwt. 15 gr. of ſilver, value	274	8	3
	£1,172,137	8	3

The following is an Account of the number of veſſels with their tunnage and men, including their repeated voyages, which entered inward, and cleared outward, in the ports of Great Britain, during the year 1792.

ENGLAND.													Countries, &c. from and to.	SCOTLAND.											
Inward.						Outward.								Inward.						Outward.					
British.			Foreign.			British.			Foreign.					British.			Foreign.			British.			Foreign.		
Veſſels.	*Tuns.*	*Men.*	*Veſſels.*	*Tuns.*	*Men.*	*Veſſels.*	*Tuns.*	*Men.*	*Veſſels.*	*Tuns.*	*Men.*			*Veſſels.*	*Tuns.*	*Men.*	*Ves.*	*Tuns.*	*Men.*	*Veſſels.*	*Tuns.*	*Men.*	*Ves.*	*Tuns.*	*Men.*
259	34,727	1,830	519	92,388	5,362	233	42,262	2,168	167	35,874	1,893	Denmark & Norway	170	14,978	913	119	11,865	879	92	9,921	577	9	1,710	87
656	174,670	7,981	3	661	31	238	62,877	2,916	1	380	15	Ruſſia	154	25,006	1,327				44	7,226	355			
23	4,342	207	2	270	16	13	1,809	101	2	216	17	Courland	1	223	11									
88	16,976	819				27	4,721	241				Livonia												
164	26,872	1,370	133	21,031	1,262	58	7,015	430	46	6,703	432	Sweden	11	7,473	504	3	460	32	90	7,973	511	4	682	42
27	4,329	231	8	2,265	93	13	2,224	113	5	1,615	66	Poland	36	3,836	222				3	260	18			
572	138,058	6,315	342	37,413	1,647	102	24,509	1,148	79	16,469	747	Pruſſia	192	30,299	1,572				22	3,958	212			
46	12,238	526	15	4,357	200	9	1,634	80	14	3,909	180	Dantzik							1	78	7			
150	23,580	1,231	61	11,388	505	315	50,506	2,685	67	11,252	513	Germany	81	7,803	463				93	8,640	540			
15	1,558	95	16	2,570	128	14	1,929	116	25	3,055	167	Bremen												
846	115,658	6,277	514	33,410	1,819	1,074	131,611	7,229	166	14,222	1,058	Holland	156	14,623	862	2	126	7	78	8,083	470	2	354	16
600	57,370	4,074	19	1,085	109	572	61,175	4,056	42	4,012	288	Flanders	1	75	6				10	1,003	67			
1,402	90,226	7,590	330	12,362	2,195	1,304	106,431	7,831	165	8,346	999	France	11	1,202	69				13	1,390	81	1	75	11
521	66,150	3,987	9	1,169	84	263	38,532	2,394	16	2,650	178	Portugal												
15	1,596	99	8	853	61	5	436	32	7	775	74	Azores	40	4,308	273				22	2,267	153	1	179	11
2	271	13				2	218	14				Madeira												
348	40,848	2,409	45	4,324	313	240	29,578	1,819	33	3,464	256	Spain	28	3,502	209				22	2,020	130			
7	989	54				2	269	18				Canaries												
14	2,887	171				57	6,737	407				Straits and Gibraltar							2	222	13			
56	7,479	465				168	22,751	1,341				Italy	11	1,696	98				6	805	40			
3	263	16				7	1,105	66	1	200	10	Genoa												
38	6,408	363				15	3,022	170				Leghorn	1	85	7									
11	1,746	90				9	1,315	75				Naples												
1	100	6										Sardinia												
9	1,297	69				2	292	17				Sicily												
8	1,141	85				8	982	56				Venice												
36	7,204	399				45	11,186	565				Turkey												
2	584	26				3	287	19				Egypt												
2,442	199,764	12,298	15	2,026	134	5,122	436,843	24,523				Ireland	1,752	94,934	8,136				1,232	71,529	5,669			
161	6,412	542				217	7,881	679				Mann	35	1,118	107				31	960	97			
334	17,614	1,191	1	16	4	362	19,453	1,320				Guernsey, &c.	2	216	15				1	130	6			
84	24,983	3,467				73	21,496	2,997				Greenland	18	4,900	680				20	5,487	670			
58	13,157	1,053				42	9,544	816				Southern fiſhery												
164	35,925	1,879	291	60,344	2,954	176	41,451	2,186	265	56,160	2,883	Americ. United ſtates	33	6,110	361	22	3,691	184	47	9,512	577	20	3,254	158
204	29,249	2,003				347	48,087	3,524				Americ. Brit colonies	15	3,927	189				36	7,280	441			
5	1,084	66										Americ. Florida												
40	9,267	452				18	4,706	240				Americ. Honduras	2	450	30				2	451	32			
555	132,108	8,437				487	122,204	7,161				Weſt-Indies. British	93	16,252	1,106				92	16,281	1,088			
14	2,595	203				4	425	60				Weſt-Indies. Foreign	1	196	9									
28	21,560	2,541				33	27,645	3,356				Aſia												
						3	1,132	83				New Holland												
63	9,692	884				235	40,479	5,012				Africa												
12	1,330	80				14	14,419	100				Barbary												
2	66	9				1	30	5				Cape Verde												
10,085	1,344,433	81,901	2,331	287,932	16,917	11,932	1,398,268	88,469	1,101	169,302	9,776		2,945	243,212	17,169	146	16,142	1,102	1,959	165,476	11,754	37	6,254	325

The official value of the imports and exports of Great Britain during the year 1792 was as follows.

Countries, &c.	Imported into ENGLAND.	Imported into SCOTLAND.	Exported from ENGLAND. British merchandize.	Exported from ENGLAND. Foreign merchandize.	Exported from ENGLAND. Total.	Exported from SCOTLAND. British merchandize	Exported from SCOTLAND. Foreign merchandize.	Exported from SCOTLAND. Total.
Denmark and Norway	£132,943 1 10	£53,705 18 10	£168,168 7 1	£131,914 15 6	£300,083 2 7	£9,610 19 1	£3,026 9 9	£12,637 8 10
Russia	1,427,454 16 8	281,216 12 9	400,493 8 11	370,288 8 2	770,781 17 1	28,280 17 3	1,699 8 8	29,980 5 11
Sweden	289,626 14 1	49,063 14 4	52,440 6 7	60,638 11 9	113,078 18 4	4,972 16 11	288 19 7	5,261 16 6
Poland	108,128 15 1	14,192 16 6	32,822 18 7	34,174 7 9	66,997 6 4	77 17 0		77 17 0
Prussia	425,433 9 9	56,230 14 10	55,133 7 8	41,120 3 8	96,253 11 4	1,366 2 5	2,343 15 0	3,709 17 5
Germany	562,742 14 5	87,694 7 0	788,345 18 2	1,289,701 4 2	2,078,047 2 4	22,794 7 10	38,269 11 4	61,063 19 2
Holland	633,780 19 6	167,754 2 0	693,533 14 9	647,173 9 8	1,340,707 4 5	91,673 8 2	84,068 15 7	175,742 3 9
Flanders	130,833 11 5	1,456 0 0	379,470 15 11	631,641 14 9	1,011,112 10 8	1,816 5 0	18,164 7 5	19,980 12 5
France	704,979 10 2	12,655 5 8	735,521 8 1	476,074 5 0	1,211,595 13 1	7,759 4 0	8,811 6 8	16,570 10 8
Portugal	911,200 3 8	55,267 2 3	674,667 7 3	29,200 5 0	703,867 12 3	3,259 17 2	2,493 5 0	5,753 2 2
Madeira	9,156 13 7	2,196 15 5	32,998 13 10	7,531 7 6	40,530 1 4	4,025 9 11	446 14 0	4,472 3 11
Spain	879,172 19 5	18,667 12 8	690,258 6 5	88,957 2 6	779,215 8 11	13,476 7 7	1,409 15 1	14,886 2 8
Canaries	10,222 14 4		17,249 8 7	28 1 1	17,277 9 8			
Straits	3,276 12 1		73,957 1 9		73,957 1 9			
Gibraltar	9,876 10 11	1 15 4	104,002 7 4	17,384 12 11	121,387 0 3	1,734 17 4	45 6 6	1,780 3 10
Italy	989,918 19 2	14,370 5 8	753,042 4 8	176,405 7 4	929,447 12 0	12,249 18 10	4,423 0 5	16,672 19 3
Venice	65,331 13 11		12,903 10 10	4,209 3 2	17,112 14 0			
Turkey	290,599 7 1		98,961 0 3	174,824 17 5	273,785 17 8			
Ireland	2,223,023 6 10	399,709 15 3	1,386,886 16 4	756,617 7 11	2,143,504 4 3	125,957 9 5	103,405 4 2	229,362 13 7
Mann	25,651 15 11	1,691 12 7	23,051 2 8	12,561 5 3	35,612 7 11	1,915 19 9		1,915 19 9
Guernsey, &c.	58,628 13 9	224 5 3	78,677 14 4	12,896 12 4	91,574 6 8	556 5 0		556 5 0
Greenland	55,101 15 7	8,676 17 4		608 8 0	608 8 0		87 15 7	87 15 7
Amer. Isls. United states	954,141 14 11	84,565 14 1	3,794,238 6 5	280,764 0 2	4,075,002 6 7	180,589 2 10	15,826 19 10	196,416 2 8
Amer. Isls. British colonies	248,244 7 4	7,553 15 2	869,427 14 7	186,402 11 8	1,055,830 6 3	38,677 6 2	25,483 16 3	64,161 2 5
West Indies British	3,729,167 1 1	398,880 4 0	2,219,355 18 2	200,744 10 9	2,420,100 8 11	331,288 18 1	32,921 2 5	364,210 0 6
West Indies Foreign	234,602 18 9	45,882 2 1	91,570 15 1	9,467 16 7	101,038 11 8	4,154 19 2	1,430 2 8	5,585 1 10
Asia	2,701,433 0 9		2,332,172 11 4	93,774 15 9	2,425,947 7 1			
New Holland	114 8 7		9,187 9 7	2,752 14 4	11,940 3 11			
Africa	82,912 7 0		861,620 3 6	485,845 0 6	1,347,465 4 0			
Sierra Leona			20,453 19 4		20,453 19 4			
Totals	17,897,700 17 7	1,761,657 9 0	17,450,612 18 0	6,223,703 0 7	23,674,315 18 7	886,238 8 11	344,645 15 11	1,230,884 4 10

Summary.

		British merchandize.	Foreign merchandize.	Totals.
Imports of	England	£17,897,700 17 7		
	Scotland	1,761,657 9 0		
		£19,659,358 6 7		
Exports of	England	£17,450,612 18 0	£6,223,703 0 7	£23,674,315 18 7
	Scotland	886,238 8 11	344,645 15 11	1,230,884 4 10
		£18,336,851 6 11	£6,568,348 16 6	£24,905,200 3 5

1793, January 8th—The king was empowered to prohibit, by proclamation or order in council, the exportation of pig iron, bar iron, hemp, pitch, tar, roſin, turpentine, anchors, cables, cordage, maſts, yards, bowſprits, oars, oakum, oker, ſheet copper, and other naval ſtores, on penalty of forfeiture of veſſel and cargo. Saltpetre, gun-powder, arms, and ammunition, when prohibited to be carried coaſtways by the king in council, were alſo made liable to forfeiture, together with the veſſel carrying them, if ſhipped for coaſting carriage. [33 *Geo. III, c.* 2.]

The adviſers of the order of council of 9th November 1792 were ſheltered from proſecution by an act of indemnity. The ſame act moreover prohibited the exportation of wheat, flour, or bread, before the 1st of March 1793, with the exception of foreign wheat and flour imported and warehouſed for exportation, and the quantities permitted to be exported to certain countries by the act 31 Geo. III, c. 30. The king was alſo veſted with a general power to ſtop the exportation, and permit the importation, of corn, flour, and bread, by an order in council, during the continuance of the current ſeſſion of parliament; and to permit potatoes to be carried coaſtways, or to Ireland, or as ſhip's ſtores. [*c.* 3.]

Some plants of the genuine cinnamon, the mango, and ſeveral other valuable productions of the Eaſt-Indies and South-ſea iſlands, were found in a thriving ſtate onboard a French ſhip, which was conveying them from the Iſle of France to St. Domingo, when ſhe was taken in the year 1782 by Captain Marſhall of the Flora, one of Admiral Rodney's ſquadron, who depoſited them in the magnificent garden belonging to Mr. Eaſt at the foot of the Liguanea mountains in Jamaica. Some ſamples of the cinnamon, brought home from Mr. Eaſt's garden, have ſufficiently proved, that it is the true Ceylon ſpecies: and, as it has been alſo cultivated to ſome extent in ſeveral other parts of Jamaica, one gentleman having ſet out 50,000 plants of it in his own grounds, there ſeems good reaſon to expect, that it may become an important article in trade.

By the death of Mr. Eaſt, which happened in January 1792, his noble garden having become the property of his nephew Mr. Eaſt, a gentleman reſiding in England, he liberally offered it to the aſſembly of the iſland at their own price, who thankfully accepted his offer; and thenceforth it became the principal public botanic inſtitution of the iſland *.

But a more capital, and eſſentially important, addition to the vegetable productions of the Weſt-Indies was happily accompliſhed, after ſome unſucceſsful attempts, by the arrival of Captain Bligh in the Pro-

* The lovers of botany may enjoy the catalogue of the rare plants, growing in Mr. Eaſt's garden at the time of his death, in the appendix to the firſt volume of the *Hiſtory of the Weſt-Indies* by Mr. Edwards, from whom this brief account of the garden is taken. There is a ſcientific account of the cinnamon trees of Jamaica in the eighth volume of the *Tranſactions of the ſociety for the encouragement of arts, manufactures, and commerce.*

vidence, and Captain Portlock in the Aſſiſtant, from the South ſea at S^t. Vincents with a cargo of ſeveral hundred living plants of the BREAD-FRUIT TREE, that pretious gift of the bountiful Author of nature, which may be ſaid to enable the natives of the happy iſlands of the South ſea to eat their bread without the ſweat of their brows. A number of them were immediately planted in the public garden of S^t. Vincents; and the reſt were carried down to Jamaica, where the thriving condition of them before the expiration of the year 1793 encouraged the friends of the Weſt-Indies to hope that they will in future be exempted from the horrors of famine, which, when the imported ſupplies of proviſions happened to fail, has ſometimes carried off many thouſands of the unhappy negroes, whereby (independent of what humanity muſt feel for the miſerable fate of thoſe poor unoffending creatures) the whole ſyſtem of the Britiſh commerce with the Weſt-Indies was endangered.

In Auguſt 1792 Lord Gower, the Britiſh ambaſſador at Paris, was recalled. Mr. Chauvelin, the French ambaſſador, ſtill remained in London; but, after the depoſition of the king of France, he was no longer acknowleged by the Britiſh court in the character of a public miniſter; and on the 24^th of January he was ordered to leave the country. On the 28^th the king announced to the parliament a neceſſity of augmenting his forces by ſea and land: and on the 1^st of February the French government iſſued a proclamation, wherein they complain of the inſult offered to their ambaſſador, and of the ſtoppage of the corn ſhipped for France, while the exportation of it to other countries was free: they alſo complain of ſimilar injurious treatment from the Dutch government; and therefor they declare, that they 'are at war with the king 'of England and the ſtadtholder of the United provinces.' The events of the war, except as they affected commerce or the commercial ſettlements abroad, do not belong to this work.

The funds immediately felt the ſhock. The three-per-cents, which had been at 97⅛ in March 1792, and had been gradually depreſſed by the apprehenſion of war, now, on the certainty of it, fell almoſt inſtantaneouſly from 79⅞ to 70½. But they roſe again as ſoon as April to 81; and, though they never afterwards came near to 80, yet they kept for a long time at prices rather higher than could be expected, owing to the men of property on the continent pouring their money into our funds, which they thought the moſt ſecure depoſit in Europe.

March 25^th—The commercial treaty, concluded between Great Britain and Ruſſia in the year 1766, had been allowed to expire, the Ruſſian government having thought it too favourable to the Britiſh ſubjects. It was now, however, apparently on account of the different aſpect of the politics of Europe, renewed for the term of ſix years.

The firſt enterpriſe of the Britiſh forces in the Weſt-Indies was di-

rected againſt the iſland of Tobago, which ſurrendered to Admiral Laforey and General Cuyler, April 15th. By this event the Britiſh planters, whoſe induſtry and capital had brought the iſland from the ſtate of an uninhabited wilderneſs, when ceded to Great Britain at the peace of 1763, to be a valuable productive colony, again became ſubjects of Great Britain, after having lived under the dominion of France ſince the year 1781.

April 30th—The ſum of £200,000 was granted by parliament to the commiſſioners for the reduction of the national debt, in addition to the annual million appropriated by the act 26 Geo. III, c. 31, to be applied by them agreeable to the directions contained in that act. [33 *Geo. III, c.* 22.]

It is ſufficient to obſerve here once for all, that the ſame addition to the ſinking fund has ever ſince been regularly granted every year by particular acts of parliament.

As the commencement of hoſtilities would take vaſt numbers of ſeamen from the merchant veſſels, they were, as uſual, permitted to have foreign ſeamen for three fourths of their complement: and the permiſſion, inſtead of being annually renewed, as in former wars, was made permanent during the whole continuance of the war. [*c.* 26.]

By an act for preventing traitorous correſpondence with, and aſſiſtance being given to, his Majeſty's enemies during the war, all perſons reſiding in Great Britain were prohibited from making, or procuring, inſurance on any veſſels or goods belonging to any perſon living in the French dominions, on any voyage whatſoever. Inſurance was alſo prohibited upon arms, ordnance ſtores, maſts, timber, ſail-cloth, cordage or other naval ſtores, coals, ſaltpetre, iron, lead, or copper, and all things made of thoſe metals, gold or ſilver in bullion or in coin of any kind, hay, ſtraw, corn of any kind whole or ground, proviſions freſh or ſalted, leather, ſadlery, boots, ſhoes, or any other thing made of leather, from any part of the world to any part of the French territories. All inſurances made contrary to this act were declared void; and all perſons concerned in making them were made liable to impriſonment. Cutlery ware, not being of the deſcription of arms of any ſort, and buttons, buckles, needles, japanned wares, toys, and trinkets, were exempted from the prohibition of this act: as were alſo the produce of the iſland of Tobago, (not then known to be under the Britiſh dominion) or goods going to that iſland, being at the time the property of Britiſh ſubjects. [*c.* 27.]

The ſum of £4,500,000 was raiſed for defraying the extraordinary expenſes of the year by a loan, the ſubſcribers to which received £100 in the three-per-cent conſolidated fund for every £72 paid in by them. [*c.* 28.] The capital of the debt thus created amounted to £6,250,000.

Of the wealth, accumulated in nine peaceful years of ſucceſsful com-

merce, a very conſiderable proportion was inveſted in machinery and inland navigations; objects, which, though generally very productive in due time, require a very heavy advance of capital, and depend for their productiveneſs entirely upon the general proſperity of the trade of the country. At this time alſo the concerns of both merchants and manufacturers were much more widely extended, and were much greater, than at any former period; a natural effect of increaſing proſperity, and ſometimes a cauſe of enſuing calamity. From the operation of cauſes, which I ſhall not pretend to explain *, the unprecedented number of bankruptcies in November 1792 was prodigiouſly exceeded in number and amount by thoſe, which took place in the ſpring and ſummer of this year; 105 in March, 188 in April, 209 in May, 158 in June, and 108 in July. Many houſes of the moſt extenſive dealings, and moſt eſtabliſhed credit, failed; and their fall involved vaſt numbers of their correſpondents and connections in all parts of the country. Houſes of great reſpectability and undoubted ſolidity, poſſeſſing ample funds, which actually did in a ſhort time enable them to pay every ſhilling of their debts, were obliged to ſtop payment: and ſome bankers, who almoſt immediately, on recovering from the firſt panic, reſumed the regularity of their payments, were obliged to make a pauſe. Many whom the temporary aſſiſtance of even a moderate ſum of money would have enabled to ſurmount their difficulties, could not obtain any accommodation; for, in the general diſtreſs and diſmay, every one looked upon his neighbour with caution, if not with ſuſpicion. It was impoſſible to raiſe any money upon the ſecurity of machinery or ſhares of canals; for the value of ſuch property ſeemed to be annihilated in the gloomy apprehenſions of the ſinking ſtate of the country, its commerce, and manufactures: and thoſe, who had any money, not knowing where they could place it with ſafety, kept it unemployed, and locked up in their coffers. Amidſt the general calamity the country banks, which were multiplied greatly beyond the demand of the country for circulating paper currency, (there being about two hundred and eighty, or, according to other accounts, above four hundred, of them in England and Wales †) and whoſe eagerneſs to puſh their notes into circulation had laid the foundation of their own misfortunes, were among the greateſt ſufferers, and conſequently the greateſt ſpreaders of diſtreſs and ruin among thoſe connected with them: and they were alſo the chief cauſe

* The writers of the times differ ſo very widely in the cauſes they aſſign for the commercial diſtreſſes of the year 1793, that it ſeems better to leave them to the determination of a future age, when impartial documents, not now attainable, may be brought forward: for ſometimes Truth cannot tread very cloſely upon the heels of Time.

† The larger number is taken from the accounts made up at the time. The ſmaller is from the evidence of Mr. Elliſon before the committee of ſecreſy, appointed by the houſe of lords to inquire into the ſtate of the bank of England in the year 1797. Mr. Elliſon ſtated the number of country banks remaining in the year 1797 in England and Wales to be about 230.

of the great drain of caſh from the bank of England, exceeding every demand of the kind for about ten years back. Of theſe banks above 100 failed, whereof there were 12 in York-ſhire, 7 in Northumberland, 7 in Lincoln-ſhire, 6 in Suſſex, 5 in Lancaſhire, 4 in Northampton-ſhire, 4 in Somerſet-ſhire, &c.

In conſequence of an interview of ſeveral of the principal merchants and traders with Mr. Pitt, the prime miniſter, a meeting was held at the Manſion houſe (April 23d) to concert meaſures for putting a ſtop to this terrible calamity; when the lord mayor, and Meſſieurs Anderſon, Boſanquet, Forſter, Baring, Chiſwell, Thornton, Harman, Winthrop, Boddington, and Hunter, after much deliberation, drew up the outlines of a plan for the revival of commercial credit, and the reſtoration of confidence, by a parliamentary advance of exchequer bills, under proper regulations, to houſes of real capital; a copy of which was immediately laid before Mr. Pitt by the lord mayor and Mr. Boſanquet.

At the meeting of a ſelect committee of the houſe of commons, Mr. Pitt, having laid before them the paper drawn up by the gentlemen aſſembled at the Manſion-houſe, ſtated, that he was informed from different quarters, that the failures had begun by a run on thoſe houſes, which had iſſued circulating paper without ſufficient capital, the conſequences of which had affected many houſes of great ſolidity, poſſeſſed of funds in goods and other property much more than ſufficient to ſatisfy all demands upon them, but unable to convert their funds into caſh in due time to anſwer the preſſure of the moment in the preſent general diſcredit of circulating paper: that the ſudden deficiency of ſo much circulating paper had induced the bankers to retain greater ſums in their hands than were neceſſary in the ordinary courſe of their buſineſs, whereby the evil was greatly increaſed, and bills of exchange, eſpecially thoſe of a long date, could not be diſcounted: that the orders and payments to the manufacturers being thereby interrupted, they were rendered incapable of continuing their regular weekly payments to their workmen, who muſt be thrown out of employment *, whence evils of the moſt ſerious nature muſt rapidly enſue: and that thoſe evils were likely to increaſe to a moſt dangerous extent, if ſome effectual remedy were not immediately applied.

Meſſieurs Thornton, Anderſon, and Chiſwell, repreſented to the committee, that each of them perſonally knew the ſituation of many mercantile houſes of great capital and reſpectability to be ſuch, that, if they were not aſſiſted during the preſent alarming ſtagnation of credit and of ſales, they muſt inevitably ſtop payment, which would bring on the im-

* I inſert in a note, becauſe the information is not contained in the report of the ſelect committee, that many of the diſcharged workmen enliſted in the army, and many emigrated to other countries. It is a melancholy conſideration, that the ſame cauſes, which increaſe the number of drones, diminiſh that of the working bees, in the great hive of Britiſh induſtry.

mediate failure of many others of good credit and fortune connected with them.

Mr. Gilbert Innes, a director of the royal bank of Scotland, informed the committee, that the two chartered banks in Scotland could not much longer continue to give the neceſſary ſupport to mercantile and manufacturing houſes, and to the country banks, and that many houſes, undoubtedly good, muſt fail, if not immediately aſſiſted: that a late conſiderable failure, it was feared, would ultimately involve manufacturers employing 700 or 800 people; and many work-people muſt have already been thrown out of employment, had not the royal bank given liberal aſſiſtance to their employers. Mr. Innes thought, the diſtreſſes proceeded, not ſo much from any falling off of the demand in the uſual markets for goods, as from the preſent difficulty of diſcounting the long bills uſually given in London to the manufacturers in payment for their goods: and he believed, the country banks had contracted their advances and diſcounts, but that the royal bank had in this emergency enlarged the aſſiſtance given by them to the country. The later part of Mr. Innes's evidence was confirmed to the committee by Mr. Macdowall, a member of the houſe, juſt arrived from Glaſgow, who ſaid, that the Glaſgow, Paſley, and Greenock, banks were ſo much alarmed by the ſituation of their affairs, and by their notes pouring in upon them for gold, that they ſcarcely diſcounted any bills: that the manufacturers had large ſtocks of goods lying in Glaſgow and London, which they could not ſell, but at ruinous prices, and they had diſcharged great numbers of their workmen. He ſtated the numbers uſually employed by the manufacturers of Glaſgow and Paſley to be 160,000 men, women, and children; and he declared, that any relief, to be effectual, muſt be immediate.

The committee concluded their report by ſaying, that, if the diſtreſs were brought on by raſh, or unwarrantable, ſpeculations, or confined to houſes of doubtful credit, they ſhould not think ſuch caſes deſerving of parliamentary interpoſition; but that the conſideration of the real reſponſibility of the ſufferers fully juſtified the meaſure of furniſhing a temporary medium of circulation, authorized and ſecured by parliament, which would afford 'means to individuals to render their own 'exertions ultimately effectual, without at the ſame time giving ſuch a 'degree of facility to their tranſactions, as might lead to a relaxation 'or ſuſpenſion of thoſe exertions;' would replace the quantity of currency ſuddenly withdrawn from the circulation; would ſoon put in motion large ſums of money now locked up in conſequence of the general apprehenſion; and thereby produce beneficial effects vaſtly beyond the amount of the ſum to be advanced, which, they were of opinion, ſhould be £5,000,000.

May 8th—In compliance with the recommendation of the committee,

Lord Sheffield, Sir Grey Cooper, Sir John Sinclair, Meſſieurs William Pultney, Richard Muilman Trench Chiſwell, John William Anderſon, Robert Smith, Samuel Boſanquet, Thomas Boddington, William Manning, John Whitmore, Francis Baring, Edward Foſter, William Raikes, Robert Darell, Robert Barclay, Charles Grant, Gilbert Innes, Jeremiah Harman, and James Brogden, were conſtituted commiſſioners for advancing exchequer bills to the amount of £5,000,000, payable in equal portions on the laſt days of September, December, March, and June, enſuing, and bearing intereſt at the rate of two-pence halfpenny per day for every £100, to ſuch of the merchants, traders, bankers, &c. of Great Britain as ſhould apply for them, in ſums not under £4,000, on ſecurity approved by the commiſſioners, or on the depoſit of goods of double the value of the ſums advanced, to be lodged in warehouſes to the ſatisfaction of the commiſſioners, if in London, and of the principal officers of the cuſtoms or exciſe, if in Briſtol, Hull, Liverpool, the city and port of Glaſgow, Edinburgh, and Leith. The payments were required to be made by inſtallments at the bank of England fifteen days before each bill of exchange ſhould become payable, together with intereſt at five per cent on the ſum expreſſed in the bill computed from the date of it to the day of payment; failing which, the ſureties were to be ſued, and the goods depoſited ſold at public auction. [33 *Geo. III, c.* 29]

This was not one of thoſe officious and ill-concerted interferences, by which ſome governments ruin the intereſts of commerce, while they profeſs themſelves the protectors of it. The very firſt intimation of the intention of the legiſlature to ſupport the merchants operated all-over the country like a charm, and in a great degree ſuperſeded the neceſſity of the relief by an almoſt inſtantaneous reſtoration of mutual confidence. The event of this meaſure will be related afterwards.

May 10th—Some of the principal people of Liverpool had digeſted a plan for ſupporting the credit of the merchants and traders of that town, whoſe very extenſive and complicated concerns had involved them in, perhaps, a greater ſhare of the general calamity than any other place, except London. Their propoſal was to iſſue negotiable notes ſecured on the eſtate of the corporation, which is ſufficiently ample, and to employ them in ſupport of the credit of individuals *. And it received the ſanction of parliament, who authorized the corporation of Liverpool to iſſue notes to the amount of £200,000. [*c.* 31]

The proſpect of this act, as of that for the general relief of the commercial intereſt, had ſuch a powerful effect, that, when it was paſſed, Liverpool had in ſome meaſure already obtained the advantages expected from it in the return of confidence and credit; inſomuch that little

* The Liverpool petition containing this propoſal was preſented to the houſe of commons on the 11th of April.

more than a third part of the ſum, authorized to be iſſued, was required, in addition to the ſums obtained by the merchants of Liverpool from the parliamentary commiſſioners.

June 3d—The following acts of parliament were continued for limited times, viz.

The act empowering the importers of rum or ſpirits, the produce of the Britiſh ſugar colonies, to land and warehouſe the ſame at their own expenſe, before the duties of exciſe are paid, continued till 29th September 1799.

The act permitting the importation of lumber from the Britiſh colonies in America, to continue till 29th September 1795.

The act permitting ſugars, the produce of the Britiſh ſugar colonies, to be carried from them in Britiſh veſſels directly to foreign parts, continued till 29th September 1799, ſubject to the regulations of the late act for regulating the allowance of drawbacks and bounties on ſugars.

The act permitting the exportation of tobacco-pipe clay to the Britiſh ſugar colonies, continued till 24th June 1797.

The act for granting bounties on the exportation of certain ſpecies of Britiſh and Iriſh linens, continued till 24th June 1794.

The act prohibiting the exportation of tools and utenſils uſed in the iron and ſteel manufactures, continued for two years.

The act for eſtabliſhing Clark's hydrometer as the ſtandard for trying the ſtrength of ſpiritous liquors, continued to the end of the next ſeſſion of parliament.

The act for allowing drawbacks on ſoap, &c. uſed in the linen and cotton manufactures, continued till 25th March 1796. [*c.* 40]

June—The commiſſioned officers of the navy were indulged with the privilege of having limited quantities of wine for their own conſumption onboard, free of duty. And purſers were allowed to ſhip tobacco, not exceeding two pounds per month for each man, onboard ſhips of war, free of duty, on giving bond that it ſhould not be relanded in Great Britain, Ireland, Guernſey, Jerſey, Alderney, Sark, or Mann. [*c.* 48]

The act for encouraging and regulating the manufacture of ſail-cloth was continued till 29th September 1795. [*c.* 49]

Port Antonio in Jamaica and St. John's in Antigua were made free ports for the admiſſion of foreign veſſels, &c. on the ſame terms as the free ports already opened in Jamaica, &c. the freedom of St. John's being limited to the 10th of July 1797. Rum of the Britiſh iſlands, negro ſlaves, and all other kinds of merchandize legally imported, (except maſts, yards, bowſprits, pitch, tar, turpentine, and tobacco, and iron brought from the Britiſh colonies in America) were allowed to be carried from thoſe ports to any colony in America belonging to an European ſtate. No European or Eaſt-India goods were allowed upon any

pretence whatever to be exported from Antigua to any other Britiſh colony: and foreign veſſels, arriving at any of the free ports with Eaſt-India goods onboard, are liable to forfeiture. Tobacco of the growth of any iſland or country in the Weſt-Indies or America, belonging to any foreign European power, may be imported in foreign veſſels into any of thoſe ports, and thence imported into Great Britain or Ireland on paying the ſame duties as American tobacco.

The liberty of importing foreign ſugar and coffee in foreign veſſels was extended to the Caicos iſlands *, under the ſame regulations which were preſcribed on their importation into the Bahama and Bermuda iſlands by the act 32 Geo. III, c. 43, with the further privilege of exporting ſuch goods from the Bahamas, Bermudas, and Caicos, without paying any duty whatever: and all ſugar and coffee, imported into Great Britain from the Caicos, are deemed of foreign growth.

The acts 28 Geo. III, c. 6, and 31 Geo. III, c. 38, having prohibited the importation of timber from the foreign Weſt-Indies into the Britiſh Weſt-India iſlands, they were repealed ſo far as to permit the importation of bullet tree, purple heart, green heart, black heart, maſtic, wallabaw, yellow ſanders, locuſt, and baſtard mahogany, the produce of South America, Trinidad, and Porto Rico, for the ſervice of the ſugar plantations.

The act 28 Geo. III, c. 6 had alſo prohibited the importation of any goods whatſoever from the United ſtates of America into the provinces of Nova Scotia, New Brunſwick, the iſlands of Cape Breton, S^t. Johns, or Newfoundland, with their dependencies; but now the importation of pitch, tar, and turpentine, from the United ſtates in Britiſh veſſels was permitted for the accommodation of the ſhip-builders of thoſe countries. [*c.* 50]

June 7^th—The Eaſt-India company by virtue of an act of parliament, [23 *Geo. II, c.* 22] and upon the ſecurity of the debt due to them by the public, had ſold annuities at three per cent to the amount of £2,992,440 : 5 : 0 of capital, which were known by the name of India annuities. With the conſent of the company, and of the holders of the annuities, thoſe annuities, and alſo the annuities on the capital ſum of £1,207,559 : 15 : 0, retained by the company in their own hands, amounting upon the whole to £126,000 a year, were transferred from the management of the company to that of the bank of England, and ingrafted upon the fund called the three-per-cent reduced annuities, and made chargeable thenceforth, as other branches of the national debt, on the conſolidated fund. By this ingraftment the debt of £4,200,000, due by the public to the company, was conſidered as paid off, excepting that the part of it remaining in the company's hands muſt

* In this act the Caicos appear to be conſidered as no part of the Bahama iſlands.

be repaid to them *at par*, before the legiſlature can diveſt them of their excluſive trade.

The company were alſo authorized to increaſe their preſent ſtock of five millions by opening a ſubſcription for another million with the conſent of the lords of the treaſury, the preſent proprietors having a preference of ſubſcribing to the extent of fifty per cent on their preſent ſtock, unleſs the capital ſo ſubſcribed exceed the propoſed million, in which caſe there muſt be a proportional reduction on every ſubſcription. And they were directed to employ the money received from the ſubſcribers in reducing their bond debts in Great Britain to the ſum of £1,500,000, which they muſt not afterwards exceed, unleſs with the conſent of the board of controul. [*c.* 47.]

June 11th—The excluſive trade of the Eaſt-India company, and the poſſeſſion of the territorial acquiſitions and revenues veſted in them by former acts *, together with thoſe lately acquired by them, were continued to them till the 1st day of March 1811, and thereafter till parliament give three years notice of an intention to diſcontinue them, and alſo pay off any debt, which ſhall be due by the public to the company. But this grant was ſubjected to a multitude of regulations and proviſions.

A board of commiſſioners for the affairs of India † are to ſuperintend, direct, and controul, all tranſactions concerning the civil or military government, or territorial revenues, according to regulations provided in this act. They are to have acceſs to the books, papers, letters, &c. of the company, who are required to deliver to them copies of all reſolutions, proceedings, &c. of the court of proprietors, and all letters, received from their ſervants abroad, relating to the civil or military government or revenue; and they are not to ſend out any orders relating to thoſe objects, till they are approved by the board, who may, when they think it expedient, ſend orders, concerning war, peace, &c. in India, to the ſecret committee of directors, who, without diſcloſing the contents, muſt forward them to India.

The government of the territories in India is veſted in a governor-general and three counſelors at Fort-William (or Calcutta) in Bengal, and a governor and three counſelors at each of the preſidencies of Fort St. George (or Madras) and Bombay, the two later being ſubject to the orders and controul of the governor-general. The nomination of the governors, counſelors, commanders of the forces, and all the company's other ſervants, is veſted in the court of directors, who alſo have the power of recalling them. But the king by a writing under his ſign-manual, counterſigned by the preſident of the board of commiſſioners,

* Particularly by the act 21 *Geo. III, c.* 65, which renewed the term of their excluſive trade.

† They are generally called the board of controul.

may remove any of the civil or military ſervants of the company, or vacate any appointment made by the directors.

'And foraſmuch as to purſue ſchemes of conqueſt and extenſion of 'dominion in India are meaſures repugnant to the wiſh, the honour, 'and policy, of this nation,' the governor-general is prohibited from making war without an expreſs order from the court of directors, or from the ſecret committee by authority of the board of commiſſioners, *unleſs* hoſtilities are committed, or preparations are made for hoſtilities, againſt the Britiſh nation in India, or againſt any of the princes dependent on, or allied with, the company. And the governors of Fort St. George and Bombay are not to proceed to hoſtilities without orders from the governor-general, or from home, '*except* in caſes of ſudden 'emergency, or imminent danger.'—No ſervant of the company in India is permitted on any pretence whatever to receive any preſent.—Britiſh ſubjects are amenable to courts of juſtice, both in India and Great Britain, for all offences committed in the territories of the native princes.

The company have a right, in the event of being deprived of their excluſive privileges at the expiration of the term now granted, to continue a corporation, and trade upon their joint ſtock in common with other Britiſh ſubjects.

In caſe of any territory, ſeparate from the continent of China, and totally detached from the juriſdiction of that empire, being obtained from the Chineſe government, and ſettled by the company, it ſhall be lawful for all Britiſh ſubjects, under regulations approved by the board of commiſſioners, to export Britiſh and Iriſh goods in the company's ſhips at a moderate rate of freight, conſigned to the company's ſupercargoes or reſidents at ſuch ſettlement, ſuch exporters being by no means permitted to have any intercourſe with the continent of China, or to interfere in any manner with the company's affairs, and being obliged to pay in the proceeds of their ſales to the company's treaſury, and receive bills of exchange payable in Great Britain.

Veſſels engaged in the ſouthern whale fiſhery, and licenced agreeable to former acts, have the liberty of paſſing Cape Horn, and ſailing to the northward of the equator, and as far weſt as 180° of longitude from London.

The directors of the Eaſt-India company are required to lay before the board of commiſſioners a ſet of regulations proper to be obſerved by the veſſels engaged in the fur trade on the north-weſt coaſt of America, which may have occaſion to ſail to Japan, Korea, or Canton, to diſpoſe of their cargoes, and to return to the coaſt of America; which, when ſanctioned by the board, ſhall be binding on the owners and commanders of veſſels in that trade, who, on conforming to the regulations, are entitled to licences for ſailing into the company's limits, where they

muſt be ſubject to the direction of the council of ſupercargoes, or other officers, of the company, equally with the commanders of the company's ſhips: and if they trade at any place not ſpecified in the licence, or infringe any of the regulations, they are liable to the penalties for illicit trade.

During the continuance of the company's excluſive trade, any Britiſh ſubject, reſiding in the European dominions of Great Britain, may, on his own account, lawfully export in the company's ſhips to Malabar, Coromandel, Bengal, and Sumatra, any produce or manufactures of the Britiſh dominions in Europe, except military ſtores, ammunition, maſts and other ſpars, cordage, anchors, pitch, tar, and copper, the exportation of all which is reſerved to the company, or thoſe to whom they give ſpecial licences. The civil ſervants of the company in India, and merchants reſiding there under their protection, may ſhip onboard the company's ſhips for London any goods, except piece goods made of cotton or ſilk, or having mixtures of thoſe materials in them. For theſe exports and imports in private trade the company muſt every year appropriate the quantity of three thouſand tuns of ſhipping, ſubject to be increaſed or diminiſhed by the board of controul, for which they may charge £5 outward, and £15 homeward, per tun in time of peace, and in time of war an additional freight with conſent of the board of controul. The individuals, admitted to export and import in private trade, may employ any of the company's ſervants (not being in a judicial or military capacity, nor otherways diſqualified) or any licenced private merchants in India, to act as commercial agents for ſales and returns of their adventures; and the company are required to licence a ſufficient number of perſons for that purpoſe.—The company being entitled by law to a duty of five per cent, and by cuſtom to a rate of two per cent, for charges and expenſes, on the value of the goods imported in private trade, it was now deemed expedient, for the encouragement of private trade, to aboliſh both thoſe charges, and ſubſtitute for them an allowance of three per cent on the groſs amount of the ſales of goods from India, in full ſatisfaction for charges of landing, warehouſe rent, and ſelling; but the charges of five and two per cent ſtill remain payable on goods from China.

That it may be made apparent, that the company do not neglect ſending a due ſupply of the articles, whereof the exportation is particularly reſerved to themſelves, they are obliged to preſent to the board of commiſſioners an annual account particularizing the quantities and qualities of the articles ſhipped by them, and alſo, if required, an account of their intended exports for the enſuing ſeaſon. In caſe of repreſentation being made to the board by any Britiſh or Iriſh manufacturer of a deficiency of the exports of any article by the company, they may, in their diſcretion, make ſuch regulations for individuals ſhipping any of

the reſerved articles, at the rate of freight payable for other goods ſhipped in private trade, to ſuch extent as they ſhall ſee proper. The proprietors of Britiſh copper are particularly authorized, in caſe of the company neglecting to purchaſe 1,500 tuns of copper for exportation on or before the 31ſt day of Auguſt in each year, to export the quantity deficient in the company's ſhips, and to receive their returns in India goods on ſuch terms as are provided for the proprietors of other private trade. If the company, and the perſons licenced by them, neglect to import a ſufficient quantity of calicoes, dimities, muſlins, and other piece goods, allowed by law to be uſed in Great Britain, and alſo for exportation, the board may admit individuals to import ſuch goods in the company's veſſels. For the encouragement of individuals to engage in the importation of raw ſilk, cotton, cotton yarn, ſkins, wool, dye-woods, ſugar, and drugs, from India, and for ſecuring to manufacturers a due ſupply at the ſales, the company (who are empowered to land, ſtore, and ſell, all goods imported in private trade) are required to make ſpeedy and frequent ſales in moderate lots, under regulations approved by the board of controul.

The company's territorial revenues are to be applied to the following purpoſes, and in the following order of preference: 1) to defray the expenſe of the forts and military and naval eſtabliſhments in India; 2) to pay the intereſt on debts due in India; 3) to ſupport the civil and commercial eſtabliſhments at the ſeveral ſettlements; 4) one crore of current rupees (near a million ſterling) to be annually advanced to the ſeveral boards of trade, for providing inveſtments to England, and remittances to China; 5) in caſe of paying off debts in India, or tranſferring them to Great Britain, to make an equivalent increaſe of the advances to the boards of trade, if neceſſary; the whole adminiſtration of the revenue being ſubject to the inſpection and orders of the commiſſioners.

As it might be convenient to the company, that the greater part of the debt incurred in the defence of their poſſeſſions, amounting altogether to about ſeven crores of rupees, ſhould be transferred to Great Britain, it was thought expedient to encourage their creditors in India to receive bills drawn upon the company, to the amount of £500,000 annually, at ſuch equitable rates of exchange as ſhall be authorized by the directors, with conſent of the board of commiſſioners, over and above the bills otherways authorized, till the company's India debt be reduced to two crores of rupees.

The company's commercial profits, after bills of exchange, debts, (except bonds) intereſt, and charges, are paid, are to be applied, 1) in payment of a dividend at *ten per cent* on the capital ſtock; 2) in payment of bills drawn for India debts to the amount of £500,000 annually; 3) in payment of £500,000 into the exchequer, to be at the diſpoſal of

parliament.—Whatever ſurplus there is remaining after making theſe payments may be applied to accelerate the reduction of the India debt to two crores; or it may be applied in diſcharge of the debts at home (except bond debts to the amount of £1,500,000) or for goods to be ſhipped, and their proceeds to be applied to the reduction of the debt in India. After the reduction of that debt to two crores, and of the bonded debt at home to £1,500,000, one ſixth part of the ſurplus, over providing for the payments already directed, may be applied in augmentation of the dividends upon the company's ſtock; and the other five ſixths ſhall be paid into the bank of England in the firſt week of April in every year, and placed to the credit of the commiſſioners for the reduction of the national debt, till the money ſo paid, with the intereſt accumulating upon it, ſhall amount to twelve millions; after which the five ſixths ſhall be paid into the exchequer as the property of the public in full right.

The ſums paid into the bank are to be ſeparately accounted for to the commiſſioners for the reduction of the national debt, under the title of *The guarantee fund of the united company of merchants of England trading to the Eaſt-Indies*, and to be inveſted in the national funds in the ſame manner as the ſums appropriated for the reduction of the national debt. When the guarantee fund, with the proceeds of it, ſhall have amounted to £12,000,000, the dividends ariſing from it ſhall be ſubject to make good the deficiency, if any, in the company's dividends of ten per cent, as long as they ſhall continue to trade with a joint ſtock: and the ſurplus, or the whole, if there is no need to aſſiſt the company's dividends, ſhall be paid into the exchequer as the property of the public.

On the determination of the company's excluſive trade, the capital of the guarantee fund is to be a ſecurity for the payment of their debts, and alſo to make good to the proprietors their capital ſtock, valuing every £100 of it at £200: and afterwards, as long as the company ſhall continue to trade with a joint ſtock, it ſhall remain ſubject to make good all deficiencies; and whatever remains of it, after ſatisfying all thoſe demands, ſhall become the property of the public.—The bank is required to lay an annual account of the guarantee fund before both houſes of parliament.

The company are permitted to apply their ſeparate fund *, which amounted on the 1st of March 1793 to £467,896 : 7 : 4, over and above £9,750 capital ſtock, making alſo a part of the ſeparate fund, with all intereſt accruing upon it, in making an additional dividend of *one half per cent* to the proprietors of ſtock, and after the expiration of their excluſive trade to diſpoſe of the remainder of it as they may think proper.

For protecting the funds of the company from being burthened with

* For the commencement of it ſee V. iii, p. 690.

improper charges, they are reſtricted from giving any new ſalaries or penſions, or augmentations of old ones, above £200 a year, without the conſent of the board of controul: and they are required to lay before parliament annual accounts of the revenues of every preſidency, of their ſales in India and at home, &c.

The claim of the king upon the company for a balance of military and naval expenſes down to 24th December 1792, and the company's claim upon the king for their expenſes in the expedition againſt Manila in the year 1762, for ſupporting priſoners and ſupplying hoſpitals in India, and alſo for cuſtoms on teas returned, amounting altogether to £443,632, were ſet againſt each other, and mutually cancelled; the company being bound to repay all expenſes incurred after 24th December 1792 for the king's troops employed in India.

In order to ſecure to the company the full enjoyment of their excluſive trade, as now limited, they are empowered to ſeize all veſſels employed by any Britiſh ſubject, belonging to Great Britain, Guernſey, Jerſey, Alderney, Sark, Mann, the Faro iſlands *, or any Britiſh colony in America or the Weſt-Indies, which ſhall be found without a licence within the limits of their charter, together with their cargoes; and to arreſt all Britiſh ſubjects, not employed or licenced by them, found within their limits, and to ſend them home to England for trial. Britiſh ſubjects trading in India under the authority of foreign princes ſhall forfeit £500.

The governors, and members of council, the officers of the revenue and of juſtice, in India are not permitted to engage, directly or indirectly, in any kind of trade, unleſs on account of the company. The judges of the ſupreme court are upon no account to have any concern whatever in trade. Nor ſhall any Britiſh ſubject be concerned in the inland trade in ſalt, betel-nut, tobacco, or rice, except on account of the company.

All Britiſh ſubjects are prohibited from conveying Eaſt-India or Chineſe goods to Europe by the way of Suez, or any other route. But the ſervants of the company who are not particularly prohibited, and the free merchants in India, may ſell goods in India to the ſubjects of any foreign ſtate, and may act as agents in importing, exporting, buying, and ſelling, on account of any foreign merchant or company, and may lend money to foreigners †. [33 *Geo. III, c.* 52]

* In after ages this act of parliament may perhaps be adduced as a proof, that the Faro (or Fœroe) iſlands, which (as we know from Snorro Sturleſon, the Herodotus of the North, and other authors) were colonized by refugees from Norway in the reign of Harold Harfagur, and by emigrants from the Weſtern iſlands of Scotland when they were ſubject to Norway, and which ſtill belong to that kingdom, were a part of the Britiſh dominions in the eighteenth century.

† This act, conſiſting of 163 ſections, contains many minute regulations for the government and police of the territories in India, the forms of legal proceedings againſt delinquents, &c. which it is not neceſſary to inſert in this work.

June 17th—The commiſſioners, appointed to iſſue exchequer bills for the ſupport of commercial credit, were authorized to lend the bills on ſecurity of the property of perſons willing to depoſit it for the relief of their friends, and to admit applications for ſums as low as £2,000, on receiving ſatisfactory ſecurity to double the amount. Many other regulations for the management of the buſineſs were alſo enacted, which being for a temporary purpoſe, the detail of them could not now be intereſting. [33 *Geo. III, c.* 51]

Friendly ſocieties, or benefit clubs, have been eſtabliſhed among the working people and others for about a century *; and the experience of the advantages derived from them has extended them to almoſt every part of Great Britain. It is perhaps unneceſſary to inform the reader, that the purpoſe of theſe inſtitutions is to put it in the power of the induſtrious many to relieve the wants of the induſtrious few, who may be diſabled by ſickneſs or age from gaining their bread, out of a fund created by their own periodical contributions. Therefor, when they are judiciouſly eſtabliſhed upon equitable and ſcientific principles †, they muſt be of great moral and political advantage in giving a check to that abandoned, and too general, propenſity to waſte, and diſregard of character, which induce many of the lower claſs of people to throw themſelves upon the pariſh rather than work; to introduce, or rather reſtore, an independence of ſpirit, a reliance upon their own exertions, and an honourable pride in placing a dependence upon funds created by their own induſtry; and to counteract the heavy and growing oppreſſion of the poor's rates, which, it has been well obſerved, *find funds for the poor, and find poor for the funds*, and by which *the induſtrious and meritorious poor are compelled to maintain the idle and profligate poor, as well as the helpleſs poor, the only proper objects of gratuitous ſupport.*

June 21ſt—The legiſlature, thinking the protection and encouragement of ſuch ſocieties likely to promote the happineſs of individuals and diminiſh the public burthens, inveſted them with the powers and privileges of corporations, on condition that their rules be ſubmitted to the inſpection of the juſtices in quarter ſeſſions, and confirmed by them, which gives them great advantages in the management of their funds, and defends them from depredations. The courts are required to ad-

* Sir Frederic Eden finds a ſtrong reſemblance between the modern friendly ſocieties and the gilds, which ſubſiſted in England before the Norman conqueſt. [*State of the poor, V.* i, *p.* 590.]

† Unleſs their ſchemes are drawn up by men who have ſtudied that particular branch of calculation as a ſcience, there is the greateſt danger of their deceiving themſelves from the proſpect of the ſpeedy accumulation of their funds in the early period of the ſociety, which may diſappoint the longeſt livers of the relief they will moſt ſtand in need of, or, in the words of Doctor Price, 'lay the 'foundation of preſent relief on future calamity.' But it cannot be expected, that every pariſh, or every village, can have in it a Price or a Webſter: and therefor the benevolent ſuggeſtion of Sir Frederic Eden, that a ſet of tables, regulations, forms of certificates, &c. calculated to facilitate and direct the operations of ſuch valuable eſtabliſhments, ſhould be publiſhed, is well worthy of the attention of a philanthropic calculator, or a philanthropic government.

miniſter ſpeedy juſtice to the ſocieties againſt any of their officers who withhold their funds; and the effects of deceaſed officers of the ſocieties are made liable for debts due to them in preference to the claims of all other creditors. The courts are alſo directed to appoint council and agents to manage their cauſes, who, as well as the officers of the courts, are required to do their duty without fee or reward: neither is any ſtamp duty chargeable upon the proceedings in ſuch cauſes. To prevent the members of ſuch ſocieties from defrauding thoſe who have a right to be relieved by them, they are debarred from diſſolving themſelves and dividing the funds, unleſs they have obtained the conſent in writing of all entitled to relief, and of five ſixths of the ſociety. The members of the ſocieties are exempted from the hardſhip of being driven from the pariſh wherein their choiſe, or their intereſt, induces them to live, unleſs they or their families actually become chargeable without having obtained a legal ſettlement in ſuch pariſh. [33 *Geo. III, c.* 54]

Mr. Colquhoun reckons 1,600 friendly ſocieties in London and its neighbourhood in the year 1799, of which 800 had enrolled themſelves agreeable to this act. He eſtimates the number of members to be 80,000, and their annual contributions to be £1 from each member.

Sir Frederic Eden illuſtrates the beneficial effects of ſuch ſocieties upon the labouring claſſes by 'comparing the condition of thoſe who 'are members of them, and of thoſe who, in the ſame village, are con-'tented to rely on the pariſh for relief. The former are, in general, 'comparatively cleanly, orderly, and ſober, and conſequently happy, 'and good members of ſociety; whilſt the later are living in filth and 'wretchedneſs, and are often, from the preſſure of a caſual ſickneſs, or 'accident, which incapacitates them from working, tempted to the 'commiſſion of improper acts (not to ſay crimes), againſt which the 'ſure reſource of a benefit club would have been the beſt preſervative.'

Both theſe benevolent gentlemen recommend a prohibition of the purchaſe of lottery tickets, or any other gambling adventures, by the ſocieties corporately, or the members individually. [*Police of the metropolis, pp.* 575, 157, *ed.* 1800.—*State of the poor, V.* i, *pp.* 615, 603]

June 17th—The war having raiſed the price of ſugar, the regulations for the allowance of drawbacks and bounties were altered as follows. If the average price of muſcovado ſugar in the ſix weeks preceding the 23d of June 1793 ſhould not exceed 65*ſ* per hundredweight, and in Auguſt, October, and February, following not exceed 60*ſ*, excluſive of duties, the drawback and bounty ſhould be allowed; deducting one ſhilling per hundredweight on refined ſugar exported in foreign veſſels. [*c.* 65]

The rent of tobacco allowed to remain in the cuſtom-houſe warehouſes above eighteen months, which had been fixed at ſix pence per week for every package from the day of lodging it, was reduced to

three halfpence: and three years, inſtead of two years, were allowed for clearing it out from the warehouſes, and paying the duty.—A Spaniſh veſſel loaded with tobacco from New Orleans, having, on receiving intelligence of Spain being at war with France, put into Plymouth, and the lords of the treaſury having proviſionally permitted the cargo to be entered on paying the duty charged on tobacco from the United ſtates of America, the permiſſion was confirmed by parliament. [*c.* 57]

The ſame premium formerly allowed to veſſels engaged in the ſouthern whale fiſhery, and permitted to ſail in the Pacific ocean only as far north as the equator, was now extended to thoſe, which, in virtue of the recent act for renewing the Eaſt-India company's excluſive trade, ſhould ſail beyond it. [*c.* 58]

The temporary duties, impoſed by the act 31 *Geo. III, c.* 49, on ſpiritous liquors imported, were prolonged till 5th April 1795. Regulations were alſo enacted for the diſtilleries in Scotland, and for the carriage of Britiſh ſpiritous liquors between the two united kingdoms. [*c.* 59]

There was raiſed this year by a lottery the ſum of £675,000, whereof there remained a clear profit to the public of £175,000 after paying the prizes. The act contains a number of regulations, having for their object the prevention of fraudulent practices in lottery tranſactions. [*c.* 62]

Goods legally imported into Ireland from the Britiſh colonies and ſettlements in America, the Weſt-Indies, and thoſe parts of Aſia and Africa not comprehended in the limits of the Eaſt-India company's excluſive trade, are permitted to be imported into Great Britain in Britiſh or Iriſh veſſels, accompanied with the original documents; goods ſo imported being conſidered with reſpect to duties, drawbacks, &c. as if directly imported from the colonies and ſettlements abroad. [*c.* 63]

Several new regulations were made reſpecting the duty of the receiver of corn returns. The king in council was empowered to regulate the importation and exportation of corn in proportion to the prices, and alſo the coaſting carriage of it.—The bounty on the exportation of oatmeal having been hitherto regulated by the price of oats, it was henceforth determined by the price of the meal itſelf, 1*s*/6 per boll being allowed to the exporters in Britiſh veſſels, when the price is under 13*s* per boll, and the exportation being prohibited when it riſes to 14*s*, with the exception of the limited quantities formerly allowed to be ſhipped from certain ports for the colonies and foreign ſettlements.—The Hudſon's-bay company were permitted to ſhip annually 560 tuns of flour and 1,000 quarters of different kinds of corn and bread to their ſettlements; and the Sierra-Leona company were likeways allowed to ſend an annual ſupply of 21 tuns of flour and 25 quarters of barley or peas to their colony in Africa, when general exportation is prohibited on account of the high prices.—The king being veſted by former acts with a power of licencing the exportation of greater quantities of corn,

bread, &c. than are allowable by law, and it being 'expedient that his 'Majeſty ſhould have the ſame power during ſuch time as parliament 'ſhall be ſitting,' he was empowered in caſes of war, hurricane, dearth, or ſudden diſtreſs, to licence, with the advice of his privy council, the exportation of 6,000 quarters of corn and 3,000 tuns of ground corn or biſcuit in a year, beyond the quantities already permitted. [*c.* 65]

Many ſeamen, keelmen, caſters, and ſhip-carpenters, having riotouſly obſtructed the loading, unloading, ſailing, and navigating, of veſſels, keels, &c. ſuch offenders, and alſo thoſe who forcibly prevent others from doing their work, were directed to be confined in houſes of correction, and kept to hard labour, not leſs than ſix, nor more than twelve, months. The crime of ſetting fire to veſſels, keels, &c. was made puniſhable by death. [*c.* 67]

The oppreſſive and partial duty upon coals carried coaſtways in Scotland was repealed; and the inhabitants of the northern diſtricts, where there are no coal mines, who conſequently muſt, from natural cauſes, have paid the higheſt price for coals, were relieved from the vexations and the enormous expenſe of cuſtom-houſe formalities, which ſometimes turned out heavier than the prime coſt and freight of the coals, and in a great part of the country operated as a total prohibition of the uſe of them. In commutation for the coal duty, new taxes were laid upon the retailers of the home-made ſpiritous liquor called whiſky or aqua vitæ, which were expected to produce eight times as much revenue *. [*c.* 69]

It being found exceedingly difficult to adjuſt the value of the damage, ſometimes ſuſtained by figs in their importation, to the mutual

* Mr. Oughterſon, miniſter of Weſt Kilbride in Ayr-ſhire, thus deſcribes the effects of the law now repealed. 'What renders the only expedient 'for ſupplying this defect [of lime] more embar-'raſſing is the duty upon coals carried coaſtways, 'and even to places within the precincts of the 'ſame port, and where the coal-works are ſituat-'ed. This hath diſcouraged farmers from bring-'ing lime-ſtone by water from Arran and the 'greater Cumbray, where it is to be had in abund-'ance, becauſe though it might be procured from 'thoſe places at no great charge, there is no coal 'to burn it with, but what muſt be fetched at an 'extraordinary expenſe. The barbarous policy 'of this law muſt appear evident to every perſon; 'it hath been the death of agriculture, wherever 'its baleful influence hath extended. It muſt 'give pleaſure to every lover of his country to 'obſerve, that it is now become an object of at-'tention to a virtuous legiſlature, who, liſtening, 'at length, to the voice of juſtice and humanity, 'have judged it expedient to take it off. In this 'event gentlemen, whoſe eſtates are ſituated upon 'the ſhore, will be induced to erect draw-kilns. 'The farmer will have lime afforded him at a 'moderate rate. A vigorous cultivation will take 'place. The quantity of grain will be increaſed, 'and the country aſſume a new face.' [*Statiſtical account of Scotland*, *V.* xii, *p.* 408.]

Such were the effects of the duty in a place near to coal pits: and we ſhall now ſee a ſpecimen of the hardſhip of conveying coals to a diſtant region.

Captain Macleod, a gentleman who had ſeen much of the world, and been many years commander of a ſhip in the ſervice of the Eaſt-India company, on retiring from the ſea purchaſed Herris in the Weſtern iſlands of Scotland, where he endeavoured to introduce a ſpirit of induſtry and improvement. He told Mr. Knox, that, having loaded a ſloop at Greenock with coals for Herris, he offered, before he ſent her off, to pay the duty in Greenock; but it could not be received there. The ſloop ſprung a leak; and his factor, having unloaded her at his reſidence, wrote to the collector at Stornoway, requeſting that an officer might be ſent to meaſure the coals and receive the duty. The anſwer was, that the coals muſt be ſent to Stornoway to be meaſured. They were accordingly reſhipped; and a new voyage, of about 140 miles out and home, undertaken, attended with an expenſe utterly diſproportionate to the value of the object of it, and with the hardſhip of deranging

ſatisfaction of the importers and the revenue officers, the former allowance of diſcount for damage was now aboliſhed; and inſtead of it the duty on all figs was lowered from 12/10 per hundredweight in Britiſh veſſels, and 13/4 in foreign ones, to 10/ and 10/6, with a drawback of 9/2 on exportation.—Virginal wire, made of copper, was ſubjected to the ſame duty on importation with that made of braſs.—The commiſſioners of the cuſtoms were authorized to make an equitable return of the duties paid by the importers on goods damaged at ſea, without calling for the opinion of merchants, unleſs in caſes, wherein they think themſelves incompetent, or when the importers are diſſatisfied with the allowance offered by them.—The commiſſioners were alſo authorized to ſell ſmuggling veſſels to ſuch as would fit them out as privateers, inſtead of deſtroying them. [*c.* 70]

June 21st—The ſum of £386 : 15 : 6 was allowed for proviſions for the relief of 650 emigrants from the Highlands of Scotland, who arrived in great diſtreſs in Nova Scotia. The ſum of £13,800 : 15 : 0 was allowed for gratuities and paſſage-money to ſundry American loyaliſts deſirous of ſettling in Upper Canada.—And the ſum of £1,420 : 3 : 0 was granted to ſundry perſons, who had carried on the whale fiſhery in Nova Scotia, and had arrived at Milford haven in order to ſettle in this kingdom, to indemnify them for the loſſes ſuſtained by the ſale of their property, the expenſe of their removal, &c. Theſe allowances are included in the ſupplies granted this year by parliament. [*c.* 72] And, for the ſake of connection, it may be here obſerved, that a further allowance of £240 : 18 : 0 was made next ſeſſion to another of the whalers from Nova Scotia.

The law for rendering the payment of creditors more equal and expeditious in Scotland, was continued, with ſome variations and improvements, ſuggeſted by experience. [*c.* 74]

April 30th—That the benefits of the canals, which already interſected the country in a great variety of directions, might be rendered more extenſive by a communication with the metropolis, a grand junction was projected between the Oxford canal at Braunſton in Northampton-ſhire and the River Thames at Brentford: and the company of the proprietors of *The grand junction canal* were inveſted with the uſual powers to make and maintain the canal, with collateral cuts to Daventry, to the River Nen, to the turnpike road at Old Stratford, and to Watford, whereby a cheap and eaſy carriage might be afforded for all heavy commodities between the Iriſh and Britiſh channels, the ports of Hull and London, and the ſeveral intermediate populous and manufacturing towns; the agriculture of the country might be aſſiſted by ſupplying lime and other manures at an eaſy charge; and a conſiderable reduction might be effected in the price of coals, which, however, are

ing all the operations of the farm. The neceſſary conſequence was, that ſcarcely any coals were ever carried to thoſe remote regions; all improvements depending upon the uſe of them were abandoned as impracticable; and the duty, guarded with ſuch ſevere reſtrictions, was a mere nothing. [*Knox's Tour in* 1786, *p.* 162.]

not permitted to approach London upon the canal ſo near as the borders of Middleſex. The capital ſtock of the company was fixed at £500,000; and they were inveſted at the ſame time with power to raiſe the further ſum of £100,000, if it ſhould be found neceſſary. [*c.* 80]

The courſe of this important canal is 90 miles, and it has 121 locks. It is carried under ground in tunnels at three different places, and goes over the River Colne in an aqueduct bridge at Uxbridge.

A company of ſubſcribers, with a capital of £400,000, were incorporated for the purpoſe of making a navigable canal from the River Severn at Shrewſbury, to paſs by Elleſmere, and join the River Merſea at Netherpool in Cheſhire, with ſeveral collateral cuts, or branches, to various places. [*c.* 91]

In the courſe of this, which is commonly called the Elleſmere canal, there is an aqueduct bridge conſiſting of ſeven arches, and 130 feet high, for conveying the barges over the River Dee. What would the engineer ſay to this, who ridiculed Brindley's propoſal, of making an aqueduct of only 38 feet high, by the contemptuous appellation of a caſtle in the air?

The city of Glouceſter having a very troubleſome and tedious communication with the ſea, owing to the difficult navigation of the River Severn, a company of ſpirited and intelligent individuals ſubſcribed a capital of £140,000 in order to make a canal, ſufficient to carry large veſſels, between Glouceſter and the mouth of a ſmall river called Berkley pill; and they were incorporated, and inveſted with the uſual powers. [*c.* 97]

This canal carries a breadth of about 70 feet with a depth of 18½ feet; and ſhips of above 300 tuns can navigate the whole of its extent, which is level throughout, there being only a lock at each end for preſerving the water; ſo that it may be called a wet dock of about twenty miles long.

A company of proprietors were alſo incorporated for carrying on another moſt important canal, capable of carrying merchant ſhips between the Firth of Clyde and the Atlantic ocean by a cut of nine miles long, and 12 or 15 feet deep, to be made through a narrow neck of land between Loch Crinan and Loch Gilp in Argyle-ſhire. Their capital was £120,000, with liberty to add £30,000, if neceſſary. [*c.* 104] The canal was executed with a depth of 13 and 14 feet, and with ſixteen locks, the whole riſe above the high-water level of the ſea being 63 feet. When it is completed, veſſels from the River Clyde, prevented from going down the Firth by a ſouth wind, may proceed through the canal to ſea without any loſs of time *. It will bring the weſt coaſt of the Highlands, and the Weſtern iſlands, in ſhort, all the fiſhing ſhores,

* I have heard of at leaſt one inſtance of a veſſel, detained by a ſouth wind, lying at the Tail of the bank near Greenock, while another, which had ſailed the day before the ſouth wind began to blow, made her voyage to Virginia and back again.

at leaſt 100 miles nearer to Glaſgow, and alſo, by means of the Forth-and-Clyde canal, to Edinburgh and all the eaſt coaſt of Britain. And it will enable the fiſhermen of the weſt coaſt to make their voyages to Glaſgow in as few days, as they now require weeks to double the diſtant and dangerous Mull of Kentire.

Theſe were the moſt important of the many navigable canals in various parts of the kingdom, for which acts were paſſed in the courſe of this ſeſſion.

Acts were paſſed for repairing the harbour of Little Hampton, and the port of Arundel, and for improving the navigation of the River Arun up to Arundel; for making a harbour at Trevaunance in Cornwall; for enlarging and improving the harbour of Carnarvon; and for enlarging the harbour of Amlwch in Angleſey.

Several acts were alſo paſſed this ſeſſion for improving the ſtreets, and for other matters of police in London and its neighbourhood, alſo for improvements in Glaſgow, including a new bridge over the Clyde at that city, and for others in many towns throughout the kingdom.

June 8th—An order of council was iſſued for ſeizing all veſſels of every nation, except Denmark and Sweden, which ſhould be found carrying corn to France, to purchaſe the cargoes for his Majeſty's ſervice, and alſo to allow a reaſonable freight, and then to diſmiſs the veſſels.

July 5th—Agreeable to the act, juſt paſſed, the Eaſt-India company raiſed the dividend upon their capital ſtock from *eight* to *ten and a half* per cent, at which rate the payments were now made *.

The dependence of commerce and manufactures upon agriculture, the principal ſource of the materials of both, renders it proper to mention the eſtabliſhment of *a board of agriculture*, which, on the ſuggeſtion of Sir John Sinclair, took place this ſummer; an inſtitution, which, if properly conducted, may be of very great ſervice in directing and promoting the induſtry of the country. The annual allowance granted to this board for defraying the expenſes of ſurveys, ſalaries, printing, &c. is £3,000.

The government of the French colony of St. Domingo being unhinged in conſequence of a quarrel between a new governor and the civil commiſſioners ſent out from France, which proceeded to open hoſtilities, the revolted negroes ſeized the opportunity, attacked the city of Cap François, maſſacred almoſt all the white inhabitants, and reduced that flouriſhing city, which for opulence, magnificence, and commercial importance, had no equal in the Weſt-Indies, to a heap of aſhes. The few white people, who could eſcape the general maſſacre, and get onboard any kind of veſſels, fled in all directions; many to Jamaica; many more to the United ſtates of America. Some of the principal planters came to England, and found means to repreſent to adminiſtration, that the French coloniſts wiſhed to place themſelves under the protection of Great Britain, and that the ſovereignty of that noble colony

* The dividend has continued the ſame ſince July 1793.

might be obtained without the ſmalleſt difficulty. It is probable, that little attention was paid to the propoſal till after the declaration of war; and then orders were ſent to Jamaica to detach a proper force to accept the ſurrender of the French colony, and to keep poſſeſſion of it. Accordingly five or ſix ſhips of war, with a military force, conſiſting of 667 ſoldiers beſides officers, ſailed from Jamaica, and arrived at Jeremie on the 19th of September. Next morning, as had been previouſly concerted, they took poſſeſſion of that town, the inhabitants of which took the oaths of allegiance to Great Britain: and their example was immediately followed by the garriſon of Cap Nicola.

The Britiſh army, after receiving a ſlender reinforcement, got poſſeſſion of ſome other places ſituated on the ſhore of the Bight of Leogane. But the ſoldiers were periſhing in crowds by the yellow fever, an enemy more dreadful than any that the French could bring againſt them.

In the Eaſt-Indies, as ſoon as the commencement of hoſtilities was known, the Britiſh forces took poſſeſſion of Pondicherry, Chandernagore, Karical, Yanam, Mahé, and the French Factory at Surat, which were the whole of the ſettlements then belonging to the French in India.

Mr. Mackenzie, whoſe journey from Montreal to the Frozen ocean in the year 1789 has already been related, ſet out on a ſecond journey, or inland voyage, of geographical and commercial diſcovery, for which he was now well provided with proper aſtronomical inſtruments and a good chronometer. In this expedition he directed his courſe to the weſtward, and, after paſſing the height of the land, and walking above a hundred miles, he and his party re-embarked on a river running weſt, and plentifully ſtocked with excellent ſalmon, (a ſure mark of immediate communication with the ſea) which conveyed them to an inlet of the Pacific ocean, where they ſaw porpuſes and ſea-otters, and a conſiderable riſe and fall of the tide. There, at a place called Caſcade canal by Captain Vancouver, he painted upon a rock the words, 'Alexander Mackenzie, from Canada by land, 22d July 1793.' *

November 6th—As the French after the commencement of the war uſed to carry the produce of their Weſt-India iſlands to America, that it might thence be ſhipped for France in the neutral veſſels of the United ſtates, an order of council was iſſued for ſeizing and detaining all veſſels found carrying the produce of the French colonies, or proviſions or other ſupplies for the uſe of thoſe colonies. Though this order was ſoon revoked, a very great number of American veſſels were ſeized under the authority of it †: and it ſpread ſuch an alarm, that the merchants concerned in the trade with America expreſſed their apprehenſions of an immediate rupture with that country, and applied to government to know what they might depend upon.

This year the French whale fiſhery, carried on from the port of Dun-

* Mr. Mackenzie was honoured with a gold medal from the patriotic ſociety for the encouragement of arts, manufactures, and commerce, for having penetrated from Canada to the South ſea.

† It was ſtated in the houſe of peers, that 600 American veſſels were ſeized, or detained in Britiſh ports, between the 6th of November 1793 and the 28th of March 1794.

kirk by the Nantucket whalers, which was begun in the year 1786 with only two ſhips, was ſo much increaſed as to employ forty veſſels from that port. The war ruined the fiſhery; and ſome of the conductors of it returned to America *.

Almoſt immediately after the renovation of the treaty with Ruſſia the empreſs iſſued an edict (or ukaſe, 8th April) whereby ſhe prohibited the importation of a great variety of goods, comprehending chiefly thoſe of Britiſh manufacture, ſuch as wrought iron of all ſorts, unleſs for account of government; wrought copper; gilt and plated ware; watches, and every thing belonging to them; coaches, chaiſes, and other carriages; ſtriped and flowered caſimirs, ſpagnolettes (or half cloths), and pluſhes, the plain goods of theſe ſpecies being admitted; gauzes, and all ribands of more than one colour. Perſons having on hand any of the prohibited goods were allowed till the 1st of January 1794, by a ſubſequent edict prolonged till the 1st of July, to diſpoſe of them, at the expiration of which time they were ordered to export them within ſix weeks, under the penalty of having them ſeized and burnt, if they were found in the Ruſſian dominions †.

By another edict (December 13th) the prohibition of ſtriped and flowered goods, limited by the former one to caſimirs, ſpagnolettes, and pluſhes, was extended to all other ſtriped or flowered woolen goods, whereby it was made to comprehend a great variety of articles of Britiſh manufacture, which the merchants had already ordered on the faith of the former edict.

The conſequence of theſe edicts was, that many of the Ruſſian merchants were reduced to bankruptcy, or obliged to return the goods they had purchaſed, inſtead of making the ſtipulated payment, to the importers, who in vain applied to the empreſs to reſtore the duties they had paid for the right of ſelling the goods in her dominions: ſo that prodigiouſly heavy loſſes fell upon the Britiſh merchants, the very beſt cuſtomers of Ruſſia, and upon the Britiſh manufacturers, who had put goods ſuitable for the Ruſſian market in hand, in a dependence on receiving the cuſtomary orders for them. It is difficult to account for this conduct of the wiſe and magnanimous Catharine. She could not intend to depreſs the Britiſh manufactures in favour of thoſe of France, for ſhe had already cut off all communication with that country: and, if ſhe propoſed by the prohibition of ſuch goods to encourage, or puſh forward, the manufacture of ſimilar articles in her own dominions, the meaſure was at leaſt premature.

* This I have taken from *The travels of the duke de Rochefoucault Liancourt, V.* ii, *p.* 269, *Engliſh tranſlation.*

† By an edict dated 14th June 1794 all French goods, and goods reſembling French, were ordered to be exported in ſix weeks from the 1st of July, with the exception of wines, which were permitted to be ſold at prices to be limited by the magiſtrates. The term for the ſale of Britiſh wares of ſteel and iron was prolonged till the 1st of April 1795, and for ſtriped ſilks, half ſilks, woolen, cotton, and other ſlight goods of Britiſh manufacture, till 1st April 1796.

The following is an authentic ſtatement of the commerce of Peterſburg during this year.

Veſſels belonging to	arrived.	ſailed
Russia	48	
Great Britain	536	542
Denmark	67	53
Austria	1	4
Sweden	47	33
Holland	32	41
Lubeck	14	40
Prussia	4	50
Spain	2	30
Hamburgh	5	16
America	30	30
Portugal	2	7
Rostock	46	16
Dantzik	7	
Bremen	4	7
Courland	1	
Oldenburg	2	
Italy		8
	848	877

By merchants of	Value of exports, Rubles.	Value of imports, Rubles.	Cuſtom duties, Rubles.	Bullion imported, Rubles.
Russia	9,937,776 40	10,339,659 59		
Great Britain	13,121,788 46	2,879,100 69		
Denmark	126,252 28	538,576 25		
Austria	65,288 29	191,442 57		
Sweden	200 13	3,299 0		
Holland	100,370 82	110,726 77		
Lubeck	6,780 47	14,511 0		
France	151,110 65	34,223 16		
Spain	49,508 90	24,807 50		
Hamburgh	4,021 88	5,315 0		
Switzerland		2,887 0		
Portugal	122,865 53	194,665 0		
Italy	2,210 0	6,300 0		
Mecklenburg		29,162 0		
sundry nations	10,489 88	86,394 28		
captains of veſſels	69,290 51	119,499 25		
Totals	23,757,954 20	14,580,569 6	2,795,941 47	57,000

The exports from Riga to Great Britain amounted to 3,003,956 rubles.

The following is an Account of the veſſels belonging to the Britiſh dominions, with their regiſtered tunnage and uſual number of men, on the 30th of September 1793.

	Veſſels.	Tuns.	Men.
England	10,779	1,206,778	87,393
Scotland	2,122	160,642	13,080
Ireland	1,181	67,790	6,437
Colonies	1,889	111,204	9,491
Guernsey, Jersey, &c.	181	13,929	1,741
Mann	177	4,177	810
Total	16,329	1,564,520	118,952

There were built and registered in the several ports of the British dominions, in the course of this year,

800 veſſels measuring 75,085 tuns.

The net revenue of the cuſtoms, paid into the exchequer in the course of this year, was

from the cuſtom-house in London	£3,854,572 0 0
from the cuſtom-house in Edinburgh	92,800 0 0
the West-India duty of four and a half per cent	31,273 10 4
Total net revenue of the cuſtoms of Great Britain	£3,978,645 10 4

There were coined at the mint, in the course of this year,

58,800 pounds of gold, value £2,747,430 0 0

and no silver.

The official value of the imports and exports of Great Britain during the year 1793 was as follows.

Countries, &c.	Imported into ENGLAND.	Imported into SCOTLAND.	Exported from ENGLAND. British merchandize.	Exported from ENGLAND. Foreign merchandize.	Exported from ENGLAND. Total.	Exported from SCOTLAND. British merchandize.	Exported from SCOTLAND. Foreign merchandize.	Exported from SCOTLAND. Total.
Denmark and Norway	£147,820 9 6	£58,002 4 0	£131,799 9 1	£142,478 7 8	£274,277 16 9	£9,791 8 6	£7,196 1 4	£16,987 9 10
Russia	1,537,990 18 0	266,034 14 11	182,399 5 2	123,091 2 0	305,490 7 2	15,284 11 10	53 0 8	15,337 12 6
Sweden	270,101 6 11	37,293 18 6	26,710 12 0	46,340 8 7	73,051 0 7	1,726 11 5	1,647 4 7	3,373 16 0
Poland	268,649 1 4	6,848 1 3	20,332 15 2	47,911 5 3	68,244 0 5	200 10 0		200 10 0
Prussia	585,836 2 8	45,052 11 7	46,102 16 8	59,994 7 3	106,097 3 11	399 8 6		399 8 6
Germany	731,423 14 7	62,672 1 7	710,285 18 1	1,737,099 4 7	2,447,385 2 8	8,188 2 10	27,122 5 5	35,310 8 3
Holland	672,560 17 4	133,745 15 9	476,582 9 2	1,009,789 17 4	1,486,372 6 6	102,261 16 11	28,149 2 4	130,410 19 3
Flanders	120,180 7 4		212,945 12 4	559,594 9 4	772,540 1 8	2,167 10 0	1,381 15 0	3,549 5 0
France	117,649 15 7	3,378 0 6	66,677 6 8	162,210 4 11	228,887 11 7			
Portugal	441,325 8 11	30,325 0 10	487,496 9 0	59,213 2 7	546,709 11 7	414 14 6	10 16 0	425 10 6
Madeira	10,428 4 1	113 2 0	33,256 7 8	2,711 5 1	35,967 12 9			
Spain	470,962 5 6	14,910 12 7	391,011 9 7	82,183 19 3	473,195 8 10	3,531 9 0		3,531 9 0
Canaries	3,833 4 3	536 0 7	24,817 2 0	1,303 8 7	26,120 10 7			
Straits	1,737 5 4		19,594 15 10		19,594 15 10			
Gibraltar	4,019 13 5		96,164 0 11	15,602 5 3	111,766 6 2	2,720 8 8	1,623 12 11	4,344 1 7
Italy	570,897 10 10	13,705 7 9	424,252 13 5	101,619 13 4	525,872 6 9	6,081 3 11	735 0 0	6,816 3 11
Venice	36,076 5 5		4,383 1 11	6,571 1 4	10,954 3 3			
Turkey	184,681 4 1		23,466 18 2	21,803 6 8	45,270 4 10			
Ireland	2,054,539 9 10	230,381 2 11	950,735 5 3	786,905 12 0	1,737,640 17 3	104,541 0 11	101,142 17 5	205,683 18 4
Mann	35,762 15 2	1,166 4 11	34,700 9 11	14,642 13 1	49,343 3 0	921 10 4		921 10 4
Guernsey, &c.	65,188 9 9	1,087 5 5	110,086 13 2	23,462 2 10	133,548 16 0	537 10 0		537 10 0
Greenland	64,493 9 1	13,414 16 9		989 2 0	989 2 0		31 7 0	31 7 0
West-India America — United states	827,923 7 10	76,116 19 10	3,104,319 8 10	230,533 1 2	3,334,852 10 0	168,406 2 1	11,422 18 10	179,829 0 11
West-India America — British colonies	200,384 13 5	9,960 18 10	674,864 11 5	147,544 0 10	822,408 12 3	42,211 4 9	39,902 13 11	82,113 18 8
West-India — British	3,937,300 12 11	402,313 3 10	1,993,815 8 9	221,324 8 11	2,215,139 17 8	305,003 10 4	26,618 18 8	331,622 9 0
West-India — Foreign	283,588 12 7	24,778 2 3	15,188 1 2	3,920 6 8	19,108 7 10	702 1 6	1,271 4 10	1,973 5 10
Asia	3,498,884 15 9		2,597,056 7 5	122,189 19 8	2,719,246 7 1			
New Holland	138 17 1		1,674 2 11	570 19 0	2,245 1 11			
Africa	118,583 13 9	5 18 0	251,573 8 4	124,487 13 3	376,061 1 7			
Sierra Leona	1,788 18 2		4,885 2 1	3,640 18 6	8,526 0 7			
Prize goods	558,523 3 5			388,522 7 0	388,522 7 0			
Total	17,823,274 13 10	1,431,842 4 7	13,117,178 2 1	6,248,250 13 11	19,365,428 16 0	775,090 15 6	248,308 18 11	1,023,399 14 5

Summary.

		Imports	Exports: British merchandize.	Exports: Foreign merchandize.	Exports: Total.
England		£17,823,274 13 10	£13,117,178 2 1	£6,248,250 13 11	£19,365,428 16 0
Scotland		1,431,842 4 7	775,000 15 6	248,308 18 11	1,023,399 14 5
		£19,255,116 18 5	£13,892,208 17 7	£6,496,559 12 10	£20,388,828 10 5

The following is an Account of the number of veſſels with their tunnage and men, including their repeated voyages, which entered inward, and cleared outward, in the ports of Great Britain, during the year 1793.

ENGLAND.													Countries, &c. from and to	SCOTLAND.										
Inward.						Outward.								Inward.						Outward.					
British.			Foreign.			British.			Foreign.					British.			Foreign.			British.			Foreign.		
Veſſels.	*Tuns.*	*Men.*	*Veſſels.*	*Tuns.*	*Men.*	*Veſſels.*	*Tuns.*	*Men.*	*Veſſels.*	*Tuns.*	*Men.*			*Veſſels.*	*Tuns.*	*Men.*	*Ves.*	*Tuns.*	*Men.*	*Veſſels.*	*Tuns.*	*Men.*	*Ves.*	*Tuns.*	*Men.*
101	12,048	647	625	109,966	6,370	150	31,173	1,535	164	30,942	1,759		Denmark & Norway	129	10,298	620	129	13,262	919	68	6,527	383	9	1,186	74
589	156,256	6,725	2	324	22	130	35,101	1,658	5	1,038	52		Ruſſia	132	18,032	998				33	5,498	289			
28	5,884	262				8	1,337	69	2	430	22		Courland												
91	20,019	934	1	400	16	16	3,067	160	1	300	17		Livonia												
115	16,242	870	164	26,901	1,561	51	6,873	398	46	7,429	445		Sweden	70	5,472	356	1	130	8	59	6,180	365			
33	4,708	255	10	2,301	115	12	2,034	108	4	918	46		Poland	12	1,299	66				5	683	35			
578	122,162	5,736	265	32,762	1,459	129	29,470	1,438	57	13,718	588		Pruſſia	127	20,712	1,016	3	450	27	27	4,452	227			
85	17,547	764	32	9,538	387	10	1,367	86	6	1,720	77		Dantzik	1	229	10									
166	25,424	1,362	53	11,703	499	241	39,095	2,093	74	14,135	642		Germany	51	5,008	297	1	90	4	51	5,091	316	3	453	25
14	1,697	98	17	3,075	141	18	2,782	150	17	2,760	130		Bremen												
894	121,696	6,364	443	28,556	1,544	938	129,264	6,840	227	17,282	1,192		Holland	110	10,913	624	8	644	32	62	6,471	397	4	285	21
606	91,145	6,770	7	1,136	73	332	31,588	2,436	63	9,301	522		Flanders	7	775	43				3	285	18			
154	11,825	1,094	30	2,397	211	66	3,734	334	55	8,560	504		France	4	405	23									
281	35,903	2,194	29	3,135	221	158	21,630	1,485	25	4,535	225		Portugal												
5	494	28	2	200	21	12	1,014	181	2	220	23		Azores	19	1,902	130				4	499	29	1	240	12
15	4,240	212	1	219	9	9	1,120	78	3	984	50		Madeira												
217	25,763	1,558	52	6,593	456	136	15,491	1,035	37	6,123	370		Spain	16	1,939	124				5	522	32			
8	1,110	65				6	872	52	1	310	16		Canaries												
4	755	41				32	4,197	257	2	403	19		Straits and Gibraltar							4	375	29			
32	4,362	270				112	14,504	899	13	1,630	114		Italy	10	1,692	70				6	729	44			
12	1,383	75	1	150	20	5	859	69	1	167	13		Genoa												
34	5,473	290				6	931	63	2	403	22		Leghorn												
6	848	46				6	998	58					Naples												
15	1,828	105											Sicily												
10	1,247	67	2	360	26	1	114	7					Venice												
22	5,172	250				8	2,071	194					Turkey												
2,182	179,374	10,344	33	5,447	322	5,311	448,247	31,067					Ireland	1,248	74,980	6,057	1	110	10	1,182	72,037	5,793			
216	8,211	681	3	365	25	280	10,531	825					Mann	37	982	99				11	422	36			
248	14,790	1,138				327	18,239	1,385	1	178	13		Guernſey, &c.							1	130	8			
74	21,262	2,856				68	19,674	2,685					Greenland	14	3,813	524				14	3,813	525			
53	11,640	884				38	8,487	771					Southern fiſhery												
113	26,144	1,320	311	65,852	3,179	27	7,054	462	263	56,000	2,875		America. United ſtates	17	2,991	180	29	5,639	291	8	1,510	103	24	4,747	228
133	17,972	1,326				266	34,528	2,892					America. British colonies	8	1,559	110				39	6,766	477			
3	496	31	2	435	23	3	675	47	1	130	7		America. Florida												
37	8,233	431				5	995	60					America. Honduras	1	150	9				3	901	49			
595	140,359	8,968				454	114,491	9,325					Weſt-Indies. British	77	13,951	917				82	15,985	1,219			
11	1,875	124	1	235	12	1	186	12					Weſt-Indies. Foreign	1	234	17									
31	25,900	3,203				48	39,529	4,926					Aſia												
2	827	48				4	1,287	105					New Holland												
67	12,331	963				82	16,484	2,794	1	45	5		Africa	1	75	8									
8	894	49				1	80	5					Barbary												
						1	173	20					Cape Verde												
7,888	1,165,539	69,538	2,086	312,050	16,712	9,508	1,101,326	79,064	1,075	180,121	9,772			2,092	177,413	12,298	172	20,325	1,291	1,667	138,876	10,374	41	6,911	360

1794, February 1"—Before the Eaſt-India company acquired the government of Bengal, the quantity of raw ſilk imported from that country was only about 80,340 pounds (of ſixteen ounces *) annually. But after they became the rulers of that great and fertile country, it was neceſſary to unite political conſiderations with commercial principles, and to ſtudy the advantage of the millions of people ſubjected to them.

The demand for ſilk to be wrought up in the manufactures of this country was then very great: but it was found that the ſilk, wound in the manner practiſed in Bengal, was only fit for ſewing ſilks and ſmall articles of haberdaſhery; and the conſumption of it was trifling in compariſon of the quantity that could be furniſhed.

The company, deſirous, not only of providing employment for the people of Bengal, but alſo of rendering the Britiſh manufacture of ſilk goods independent of foreigners for the ſupply of the raw material, in as great a proportion as thoſe of wool and cotton were, reſolved to introduce the Italian method of winding in their Indian territories, and, after encountering many difficulties and loſſes, finally accompliſhed the object. About the year 1785 the Bengal ſilk had ſo far eſtabliſhed itſelf in the Britiſh market, that the importations of raw ſilk from Italy were very much reduced, and thoſe from Aleppo, Valentia, and ſome other countries, were almoſt annihilated.

The thrown ſilk, or organzine, with which during many centuries Italy has ſupplied the moſt of Europe, ſtill continued to be brought from that country in great quantities, though the demand for all other ſilks was much diminiſhed, when the cotton fabrics came into univerſal uſe among the ladies, and acquired ſuch an aſcendancy, as almoſt aboliſhed the uſe of ſilk in gowns, cloaks, &c. Unfortunately for the cultivators in Bengal, this revolution in faſhion took place at the very time when the mulberry plantations had become extenſive, and the arrangements for the ſilk trade were ſo well matured and eſtabliſhed as to afford a regular ſupply of the commodity in greater perfection, and at lower prices, than formerly.

In this diſagreeable ſtate of the trade, the company conſidering that the throw mills in this country are often at a ſtand for want of employment, and upon the whole throw only about 50,000 pounds of ſilk in a year, which is not equal to the eigth part of the thrown ſilk imported, now reſolved to employ the throwſters of this country to throw ſuch part of the Bengal ſilk lying in their warehouſes as ſhould be judged fitteſt for making into organzine, whereby the importation of ſilk in that ſtage of the manufacture might be leſſened, employment would be created for the poor at home whom the change of faſhion had thrown idle †,

* In the ſilk trade there is a great pound of 24 ounces and a ſmall pound of 16.

† It was aſcertained, that in the neighbourhood of Spitalfields alone 4,500 looms were ſhut up in the year 1793, which, when in full work, gave employment to 18,000 people, of whom above a half were

and the manufacturer would have two markets for thrown ſilk, inſtead of one, opened to him.

In order to illuſtrate the ſtate of the ſilk trade, the committee of directors of the Eaſt-India company, who conducted this buſineſs, made up, from their own books and thoſe of the cuſtom-houſe, the following

Account of the quantities of ſilk imported in the under-mentioned years.

Years.	Raw ſilk from *Bengal*, lbs. *	*China*, lbs.	*Italy and Turkey*, lbs.	*Other parts of Europe*, lbs.	Thrown ſilk from *Italy*, lbs.	Other parts, lbs.
1773	145,777	203,401	187,099	6,190	233,176	1,730
1774	213,549	276,781	220,933	2,610	428,957	21
1775	208,881	167,229	272,782	13,380	410,347	1,548
1776	515,913	244,839	515,235	22,048	452,708	1,706
1777	563,121	221,902	350,640	42,451	394,231	2,312
1778	602,964	266,678	130,636	12,558	185,769	743
1779 †	737,560	234,906	850	130,503	9,476	373,566
1780	235,216	602,601	844	209,557	1,028	486,650
1781	785,673		23,878	288,906	1,686	441,698
1782	77,610	79,725	37,894	178,084	8,733	322,952
1783	611,071	241,107	140,866	129,758	82,464	412,739
1784	1,149,394	100,602	262,419	74,688	331,578	74,890
1785	324,307	98,920	245,230	25,996	314,889	29,362
1786	252,985	59,551	222,175	35,101	329,228	32,220
1787	178,180	366,878	185,983	21,583	355,950	33,431
1788	305,965	312,182	148,922	23,207	277,194	29,446
1789	427,263	257,022	148,582	23,881	363,364	29,894
1790	320,826	216,005	194,974	25,953	456,488	51,517
1791	373,503	203,539	294,103	38,288	401,843	68,352
1792	380,107	104,830	358,500	45,881	405,215	31,660
1793	769,321					

The company's ſales of ſilk in ten years, 1776-1785, amounted to -	£3,449,757
on which there was a loſs every year, the whole being - - -	884,744
The ſales of the next ſeven years, 1786-1792, amounting to -	1,755,083
were uniformly profitable, the whole profit being - - -	117,450

But, whether the company gain or loſe on their ſales, every pound of ſilk imported from Bengal may be eſteemed, in reſpect to the balance of trade, and conſidering Bengal as a Britiſh territory, a ſaving of 20*ſ*, and every pound of ſilk organzined in this country, as a further ſaving of 7*ſ* to the Britiſh dominions.

Mr. Edmund Cartwright of Doncaſter in York-ſhire had lately invented machinery for combing wool, whereby one man and five or ſix children attending the mill do as much work as thirty men can do in the old way ‡. Mr. William Toplis of Cuckney in Nottingham-ſhire alſo invented machinery to go by water for combing wool, by which,

were women and children. Many of theſe, being already accuſtomed to ſimilar employment, could very eaſily turn their hands to the operation of throwing ſilk.

* In this account all the pounds are reduced to thoſe of 16 ounces.

† In the years 1779-1783 the ſilks, produced and manufactured in Italy, were imported by a circuitous route, and entered as from Oſtend, Flanders, &c.

‡ Mr. Cartwright took out three different patents for his invention in the years 1790 and 1792. In his *Memorial read to the ſociety for encouraging arts, &c.* in 1800, he ſays, that his machinery already makes a ſaving of £40,000 a-year to the manufacturers, and that the ſaving will ſoon be augmented to between one and two millions.

as he repreſented in a petition to the houſe of commons (31st March 1794), the work is performed in a ſuperior manner, and the intereſt of the manufacture is greatly promoted.

The wool-combers, in the uſual ſpirit of jealouſy manifeſted by moſt work-people againſt the uſe of machinery for abridging labour, preſented a great number of petitions to parliament, ſetting forth, that their buſineſs differed from moſt others wherein machinery had been introduced, in that it was impoſſible to increaſe the quantity of the raw material along with the increaſed power of working it up: and they aſſerted, that their numbers were fully adequate to work up all the wool of the ſort fit for combing, that could be procured.

On the other hand it was alleged, not only by the inventors of the machinery, but alſo by the proprietors of four large manufactories in Nottingham and York-ſhire, that the wool-combers were very ſeldom willing to work half of their time, whereby the manufacture had been greatly injured; that the uſe of the machinery afforded a remedy for that evil, and would alſo tend to promote an increaſe in the quantity of wool and of mutton; and therefor they prayed, that parliament would not ſacrifice ſuch important intereſts to the licentious diſcontents of the wool-combers.

February 20th—The firſt act of the legiſlature in the year 1794 was to raiſe the ſum of £11,000,000 by a loan, the ſubſcribers to which received, for every £100 paid in by them, £100 in the three-per-cent conſolidated fund, £25 in the four-per-cent fund, and a terminable annuity of 11/5 for 66¼ years. [34 *Geo. III, c.* 1.] The capital of the debt thus created amounted to £11,000,000 in the three-per-cents, £2,750,000 in the four-per-cents, and an annual charge of £62,791 : 13 : 4, payable till January 1860.

February 31st—Several additional duties of exciſe were impoſed on the various kinds of home-made ſpirits. [*c.* 2]

Additional duties of exciſe were alſo impoſed on foreign liquors imported, viz. on bandy 10*d* per gallon; on rum or other ſpirits, the produce of the Britiſh plantations 8*d*; on all other foreign ſpiritous liquors 10*d*, and on ſuch as are above proof the above duties are doubled. [*c.* 3]

The temporary duties, lately impoſed on ſpiritous liquors and ſugar for the purpoſe of paying off certain exchequer bills, were now made perpetual. [*c.* 4]

March 1st—The French government having required all merchants, bankers, and others, poſſeſſing property in any foreign country, to give an account of it, the parliament, in order to prevent the French property in Great Britain from being taken from the proprietors, and employed in ſupport of the war, enacted, that no perſon ſhould by any means pay any money for the uſe of any perſon reſiding in the French dominions; and that the property ſhould be preſerved for the proprie-

tor, and accounted for to him after the termination of the war. [*c.* 9] By this act the French property in the Britiſh funds, amounting, as ſtated in parliament, to £250,000, became dormant.

March 28th—Hitherto the poſtage of letters conveyed by the penny poſt was paid by the ſenders; and people reſiding in the outſkirts of London and villages within the limits of the penny poſt, or, as it is expreſſed, *off the ſtones*, paid, one penny additional on all letters they received, including thoſe brought to London by the general poſt, though thoſe, who lived in town, received their letters from the fartheſt extent of the penny poſt without paying ſuch additional poſtage. But they were now put on an equal footing in that reſpect, all letters to or from any place off the ſtones being charged twopence. The payment of the poſtage, whether one penny or twopence, is in the option of the ſender, except for letters to be conveyed from places off the ſtones to the general poſt-office, with which the ſender muſt pay one penny, as before, as the receiver in ſuch places muſt alſo pay one penny over the poſtage on all letters brought from the general poſt-office.—In conſideration of the additional revenue to be thus produced, regulations were made for the more frequent and ſpeedy deliveries of penny-poſt letters, (which have doubtleſs alſo augmented the revenue).—The poſtmaſter-general was empowered to extend the penny-poſt delivery beyond the preſent limits of ten miles from the general poſt-office. And the profits of the penny-poſt-office were directed to be paid in quarterly to the general poſt-office. [*c.* 17]

The poſtmaſter-general was empowered to eſtabliſh poſt-offices in Jerſey and Guernſey, to ſtation a packet or packets to convey the mails, and to charge poſtage for the conveyance of letters to and from thoſe iſlands. [*c.* 18]

The governor and company of the bank of Scotland were empowered to make a further increaſe of their capital. [*c.* 19]

March 27th—The kings of Denmark and Sweden entered into a treaty for ſecuring a perfect neutrality and protection to the commerce of their ſubjects, in the following terms.

Articles 1, 2, 3) They declared their determination to avoid whatever might embroil them with their friends and allies engaged in the war, to continue every mark of attention and amicable deference to them, conſiſtent with their own dignity, and to claim no advantage, which is not clearly and unexceptionably founded on their treaties with the powers at war, or, in caſes not ſpecified by treaties, founded on the univerſally acknowleged laws of nations.

4) They engaged to protect their ſubjects in their lawful commerce, conducted agreeable to the ſubſiſting treaties, againſt all thoſe who ſhould diſturb the legal exerciſe of the ſanctioned rights of neutral and independent nations.

5, 6, 7, 8) For theſe purpoſes they agreed each to equip a ſquadron of eight ſhips of the line with a proportionate number of frigates, which ſhould act conjunctly or ſeparately, as ſhould be judged moſt for the common intereſt, (the command being regulated by a former convention) and ſhould equally defend or convoy the trade of either nation.
9) The German ſtates belonging to both the contracting powers were excepted from this treaty.
10) The contracting powers declared the Baltic 'a ſea ſhut up and in-'acceſſible to the armed ſhips of diſtant powers at war *,' and reſolved to maintain the moſt perfect tranquillity in it.
12) In caſe of agreſſion by any of the belligerent powers upon the lawful navigation of their ſubjects and of no redreſs being obtained by amicable negotiations, they reſolved to make repriſals in four months after the refuſal of redreſs, in which they would mutually aſſiſt each other.

The king of Denmark immediately gave orders, that all Daniſh veſſels, clearing out for foreign parts, ſhould carry the paſſports ſtipulated with the belligerent powers; and the commander of every veſſel carrying goods, which would be deemed contraband if carried to the ports of any of the powers at war, ſhould make a declaration of their quantity and value, and on his return produce a certificate of their being really landed at the port, for which they were cleared out.

The Daniſh and Swediſh governments claimed indemnity for the veſſels taken by the Britiſh cruiſers; and they inſiſted that veſſels, not carrying contraband goods, ſhould upon no account be detained. In conſequence of the inveſtigations made into the circumſtances of the ſeizures, very conſiderable ſums were paid to the merchants of Denmark and Sweden.

In the early part of this year the French were deprived of all their poſſeſſions in the Windward iſlands of the Weſt-Indies by the Britiſh fleet under the command of Sir John Jervis (afterwards earl of S^{t}. Vincent) together with an army commanded by Sir Charles Grey. On the 25th of March the whole of the iſland of Martinique ſubmitted, after a gallant defence, to the Britiſh dominion. The ſame troops, who reduced Martinique, immediately invaded S^{t}. Lucie, which ſurrendered on the 4th of April. In a few days after they took poſſeſſion of the ſmall iſlands called the Saintes, appendages of Guadaloupe: and on the 21st Guadaloupe itſelf ſurrendered, the other dependent iſlands of Mariegalante and Deſirade being included in the capitulation.

The following ſtatement of the condition of theſe French iſlands in

* It may be truely ſaid of the Baltic, that it is *mare clauſum*, a ſea completely ſhut up, which can be ſaid of no other ſea in the weſtern parts of Europe.

the years 1777 and 1778 is extracted from the accounts given of them by the Abbé Raynal *.

	MARTINIQUE in Jan^r. 1778.	S^t. LUCIE in Jan^r. 1777.	GUADALOUPE and its dependencies in Jan^r. 1777.
White people	12,000	2,300	12,700
Free people of colour	3,000	1,050	1,350
Slaves	above 80,000	16,000	100,000
Sugar plantations	257	53	388
Coffee trees	16,602,870	5,040,962	18,799,680
Cotton trees	1,648,550	squares 597	11,974,046
Cacao trees	1,430,020	1,945,712	449,622

April 4^th^—All the duties upon paper, except thoſe upon paper painted or ſtained for hangings, were repealed; and inſtead of them, a ſet of new duties were impoſed, rated by the weight, as follows.

	Excise on home made.	Custom on imported.
Writing, drawing, printing, and cartridge, papers ... per pound	2¾*d.*	10*d.*
Coloured, and whited-brown, for wrapping goods ... do.	1	4
Brown ... for do. ... do.	¼	2
All other kinds, except sheeting, button, and button-board ... do.	2½	10
Pasteboard, millboard, and scaleboard ... per cwt.	10*s*	20*s*
Glazed paper for clothiers and hotpressers ... do.	6*s*	12*s*
Foreign-made paper hangings, an additional duty ... per pound		6*d*
Foreign books, bound or unbound, do. ... per cwt.		23*s* 4

The duties on Britiſh-made paper, exported in the original wrappers, are allowed to be drawn back.

For the encouragement of learning, the whole duty is allowed to be drawn back on books in the Latin, Greek, Oriental, and Northern, languages, printed in the univerſities of Oxford, Cambridge, S^t. Andrews, Glaſgow, Edinburgh, or Aberdeen: and a drawback of two pence per pound is allowed on bibles and certain other books of religion, printed in the univerſities of Oxford and Cambridge, or by the king's printers in England and Scotland.

Books printed in any part of Great Britain (except thoſe entitled to drawbacks as being printed in the univerſities, &c.) and alſo blank books ruled for accounts, are allowed a drawback of two pence per pound. But no drawback is allowed for books, on being printed at the univerſities, &c. or on exportation, unleſs the paper appear, by the proper marks and dates in the ſubſtance of it, to be of Britiſh manufacture.

The importation for ſale of foreign impreſſions of books, originally printed in Great Britain, or which have been reprinted in Great Britain any time within twenty years back, which had hitherto been permitted on paying high duties, was now totally prohibited. [34 *Geo. III, c.* 20]

The navy and victualing bills, made out before the 1^ts^ of April 1793,

* The exports of produce to France from Martinique and Guadaloupe in the year 1775 have been already given, from the ſame author. The cultivation of St. Lucie was then but in its infancy.

were funded at the rate of £101 in the five-per cent fund for every £100 of their principal and intereſt reckoned to the 1st of March 1794. [*c.* 21] The capital of the debt thus created amounted to £1,926,525 : 12 : 5.

In conſideration of the difficulty of procuring the full complement of men required by law to be muſtered onboard veſſels fitted out for the whale fiſhery in the Greenland ſeas and Davis's ſtraits at the port of outfit, ſuch veſſels are allowed to ſail with a deficiency of three men for every fifty tuns of their burthen, and to fill up their complement in the Firth of Clyde, Loch Ryan, Lerwick in Shetland, or Kirkwall in Orkney. On their return thoſe men may be landed at their reſpective homes, and, on producing a certificate from the officers of the cuſtoms at the ports where they were landed of the number of men who were onboard, the veſſels are entitled to the bounty, as much as if the men had been onboard during the whole voyage. [*c.* 22]

The period of the excluſive property of new patterns for printing linens, calicoes, muſlins, &c. was extended to three months : and the law for veſting ſuch property in the original deſigners, &c. hitherto temporary, was now made perpetual, [*c.* 23]

April 17th—Additional duties were laid all the various kinds of glaſs, whether Britiſh-made or foreign ; and a variety of regulations were enacted for ſecuring the duties. [*c.* 27]

The lords of the treaſury, underſtanding that there had been an unuſually great exportation of pot-aſhes and pearl-aſhes to France in neutral veſſels, and apprehending that it might be intended for increaſing the production of ſaltpetre in that country, to be afterwards made into gun-powder, had iſſued orders to put a ſtop to the exportation of ſuch aſhes : and they were now indemnified by parliament for iſſuing the orders, as they were not juſtified by law. The king was alſo inveſted with the power of prohibiting by proclamation, or by order in council, the exportation, and even the coaſting carriage, of pot-aſhes and pearl-aſhes. [*c.* 34]

The following acts were continued for limited times, viz.

The act for encouraging the exportation of culm to Liſbon, continued till 25th March 1795.

And the act eſtabliſhing Clark's hydrometer as the ſtandard for proving the ſtrength of ſpiritous liquors, continued till 1st June 1797. [*c.* 36]

May 9th—The ſum of £740,666 : 13 : 4 was raiſed this year by a lottery, of which £240,666 : 13 : 4 became a profit to the public over payment of the prizes. The act contains a multiplicity of new precautions againſt the fraudulent practices, which, in ſpite of all prohibtion, accompany the tranſactions of the lottery. [*c.* 40]

The Eaſt-India company, in compliance with their petition, were releaſed from the obligation of keeping their bond debt within the amount

of £1,500,000, and permitted to keep on foot bonds to the amount of £2,000,000: and they were alſo empowered to iſſue bonds to the extent of £1,000,000 more for the general purpoſes of their trade, with the conſent of the commiſſioners for the affairs of India. [*c.* 41]

The veſſels belonging to the inhabitants of the French Weſt-India colonies, now under the dominion of Great Britain, not having been taken and condemned as prizes, and conſequently not being entitled to any of the privileges of Britiſh veſſels, they were now permitted to be regiſtered under certain regulations, thoſe belonging to S^t. Domingo at Kingſton in Jamaica, and thoſe belonging to the Windward iſlands at Roſeau in Dominica, to which ports reſpectively they ſhould be deemed to belong. After being regiſtered, they are allowed to carry to the Britiſh dominions in Europe, America, and the Weſt-Indies, to any friendly foreign port in the Weſt-Indies, to the United ſtates of North America, to the Azores or Weſtern iſlands, Madeira, the Canary iſlands, and the coaſt of Africa, and alſo to carry back from thoſe countries, all ſuch goods, as any Britiſh veſſel may lawfully carry.—On their arrival in Great Britain, his Majeſty may authorize them to be regiſtered as prize veſſels.—No French ſeamen, nor even paſſengers, are permitted to be onboard ſuch veſſels without taking the oath of fidelity and allegiance to his Majeſty; and all negro ſlaves onboard ſuch veſſels muſt have certificates of their good character, and of the ſafety of admitting them into Britiſh ports.

The inhabitants of the French iſlands, who have taken the oaths of fidelity and allegiance, are permitted to act as merchants and factors, though not naturalized.

The liberty, granted by two acts 12 Geo. II, c. 30, and 15 Geo. III, c. 33, of carrying ſugars directly to foreign ports in Britiſh veſſels, was now reſcinded, and the ſugars produced in all the Weſt-India iſlands, antiently or recently ſubject to Great Britain, are required to be brought to the ports of the Britiſh dominions in Europe. [*c.* 42]

The act, 7 Geo. III, c. 43, which prohibited the uſe of French cambrics and lawns, and reſtricted the importation of them for re-exportation to the port of London only, and alſo prohibited the importation of all cambrics and lawns whatſoever from Ireland, while the importation of French cambrics and lawns was permitted in that kingdom, was repealed ſo far as concerns the importation from Ireland. And French cambrics and lawns were alſo allowed to be imported from the Auſtrian Netherlands till the 1^ſt of June 1795, in ſuch packages, and paying ſuch duties, as were directed by the act 27 Geo. III, c. 13: but the importation muſt be in Britiſh veſſels of not leſs than ſixty tuns burthen. The laws againſt ſmugglers were made more rigorous. Any perſon, oppoſing the officers of the navy or the revenue in the execution of their duty relating to veſſels within the preſcribed limits, was made

liable to three years hard labour upon the Thames or ſome other navigable river. The permiſſion, granted by the act 24 Geo. III, c. 47, to cutters, and other veſſels therein deſcribed, of having two ſmall carriage guns, and a few muſkets, was reſcinded. Every clinker-built cutter, lugger, ſhalop, wherry, ſmack, or yawl, owned in whole, or in part, by Britiſh ſubjects, carrying a ſhifting bowſprit, having a ſhifting jib-ſtay, or a traveler on the bowſprit, or carrying a flying jib, if found within the limits of any of the ports, or within four leagues of the coaſt, or within an imaginary line drawn between the principal head-lands of almoſt every great inward bend of the coaſt of England and the ſouth coaſt of Scotland, (for example, from the ſouth point of Carnarvon-ſhire to the north-weſt part of Pembroke-ſhire) is made liable to forfeiture, together with all her cargo, &c *. All veſſels whatſoever, having onboard ſpiritous liquors in caſks of leſs than ſixty gallons, over and above two gallons for the uſe of each perſon onboard, or ſix pounds of tea, or twenty pounds of coffee, or one hundred pounds of tobacco or ſnuff together or ſeparately, or any goods liable to forfeiture upon importation, and all veſſels not exceeding ſixty tuns burthen, having onboard any wine in caſks, found at anchor, or hovering, within the forbidden limits, are liable to ſeizure and forfeiture. Boats of a particular deſcription, adapted for ſmuggling, (excepting the boats of whaling veſſels, which muſt be laid up when at home) are not only ſeizable themſelves, but alſo the veſſels to which they belong. All cutters, luggers, &c. having onboard any arms whatever, if found within the forbidden limits, are liable to forfeiture, unleſs they are employed in ſome of the departments of government, or in the fiſhery, or are upon diſtant voyages.—The law againſt fraudulently relanding tobacco, ſhipped for exportation, was alſo rendered more ſevere, every perſon concerned in ſuch a tranſaction being made liable to pay triple the price of the tobacco, and the owner, agent, and maſter, of the veſſel being further amerced in a fine of £100 each. [*c.* 50]

Slate and ſtone, carried by coaſting navigation from any part of Great Britain, or the iſlands of Guernſey, Jerſey, Alderney, Sark, or Mann, to any part of Great Britain, are ſubjected to a duty of twenty per cent on the value, payable at the port of delivery. But marble, lime-ſtone, iron-ſtone, mill-ſtones, grindſtones, all ſtones formed into articles uſed in huſbandry, and growan ſtone for the manufacture of porcelain, are exempted from the duty. [*c.* 51]

June 11th.—For the encouragement of Britiſh ſeamen it was enacted, that, after the expiration of ſix months from the concluſion of the preſent war, no veſſel, which is regiſtered, or ought to be regiſtered, as Britiſh, ſhall import or export any goods in any port of Great Britain, Guernſey, Jerſey, Alderney, Sark, or Mann, unleſs the commander and

* It may in many caſes afford conſiderable emoluments to the lawyers to diſpute on which ſide of the *imaginary line* a veſſel was at the time of ſeizure.

three fourths of the ſeamen are Britiſh ſubjects. And no veſſel ſhall be permitted to carry goods in the coaſting trade, in which the trade to and from Guernſey, Jerſey, &c. is included, nor to ſail in ballaſt, nor to fiſh upon the coaſts, unleſs the commander and all the ſeamen are Britiſh ſubjects. But foreign fiſhermen, not exceeding one fourth of the veſſel's complement, may be licenced by the commiſſioners of the cuſtoms to ſail onboard any fiſhing veſſel, for the purpoſe of inſtructing the Britiſh ſeamen in the art of fiſhing. Beſides the natural-born ſubjects, ſeamen naturalized or made denizens, thoſe who become ſubjects in virtue of the conqueſt or ceſſion of a foreign country, and foreigners after having ſerved three years faithfully onboard Britiſh ſhips of war, ſhall be conſidered and employed as Britiſh ſeamen. Negroes belonging to Britiſh ſubjects may alſo be employed as ſeamen in the American and Weſt-India ſeas; and the natives of the Oriental countries may be employed in veſſels navigating the ſeas to the eaſtward of the Cape of Good hope. Veſſels navigated contrary to theſe regulations ſhall be forfeited, unleſs when death, deſertion, or other caſes of neceſſity, may compell the commander to ſhip ſome foreign ſeamen.—Several regulations were alſo enacted for the various caſes occurring in transferring the property of Britiſh veſſels. [*c.* 68]

Ships of war and privateers taken from the enemy were exempted from paying the duty levied upon the ſales of veſſels: and the commiſſioners of the cuſtoms were directed to repay the duties received for prizes already ſold. [*c.* 70]

The committee of privy council for trade and plantations were empowered during the war, and for ſix months after the concluſion of it, to permit the exportation of 55,500 quarters of the various kinds of corn, and 4,795 tuns of flour, meal, and bread, to the Weſt-Indies, for the ſubſiſtence of the inhabitants of the conquered or ceded French colonies, at times when general exportation is prohibited on account of the high price, in addition to the quantities already allowed by law to be ſent to the Weſt-Indies. [*c.* 71]

July 7th—The act, paſſed in the beginning of this ſeſſion, (c. 9) for preventing payments being made to the French, not being thought ſufficiently effectual, a new appointment was made of five *commiſſioners for the preſervation of property belonging to perſons in France.* All perſons reſiding in Great Britain, having in their poſſeſſion any property belonging to any perſon reſiding in the French dominions, are required to give a particular account of it to the commiſſioners, who may order the effects to be ſold, and the money to be inveſted in the funds for the benefit of the proprietors, and do all other things relating to their commiſſion according to the regulations of the act, which are very numerous. [*c.* 79]

In the annual renewal of the act for regulating the ſlave trade it is

enacted, that the underwriters to a policy of inſurance on a ſlave veſſel ſhall not be liable (whatever the terms of the policy may be) to pay any loſs by the natural death, or ill treatment, of ſlaves, or any damage ſuſtained by reſtraints and detainments of the princes or people of Africa, where ſuch damage ſhall appear to have been occaſioned by the aggreſſion of the commander or any of the ſeamen of the ſlaving veſſel for the purpoſe of procuring ſlaves. [*c.* 80]

For the purpoſe of effecting a more direct communication between Briſtol and Bath and London than that by the canal between Lechlade and Stroud water, a canal was projected to extend from the River Kennet near Newbury in Berk-ſhire to the River Avon at Bath. The capital ſtock, as ſettled by the act of parliament was £420,000, with liberty to raiſe £150,000 more, if neceſſary, by mortgage, or by new ſhares. [*c.* 90]

It is worthy obſervation, that, from the commencement of the ſeſſion of parliament in the year 1790 to the concluſion of the ſeſſion in 1794, no fewer than 81 acts were paſſed for navigable canals and improvements of inland navigations, whereof 25 were in the year 1793, and 20 in the year 1794. Mr. Phillips, in his *Hiſtory of inland navigation*, obſerves, that the capital ſtocks of the canals, for which acts were paſſed in theſe two years, amounted to £5,300,000, all expended *at home* among the ingenious, the induſtrious, and the labouring, members of the community, for the purpoſe of improving, and enriching, not only thoſe parts of the country through which the canals paſs, but the whole kingdom, and augmenting the general maſs of our commerce. Many of them are additional branches, or extenſions, or amendments, of canals already projected or executed. But it would be tedious to particularize them; and the principal ones are already noticed, or will be noticed at the time of completing them. It ſeems not at all improbable, that canals will in a few years be almoſt as numerous as turnpike roads, as their ſuperiority over them is ſo very obvious for affording a cheap and eaſy conveyance for heavy goods, many kinds of which could not be conveyed at all by land carriage.

In this ſeſſion a bill for aboliſhing that branch of the ſlave trade, which ſupplies foreign colonies with ſlaves, was paſſed in the houſe of commons: but it was thrown out in the houſe of lords by a majority of 45 againſt 4.

Auguſt 1ſt.—The commiſſioners for advancing exchequer bills in ſupport of commercial credit reported to parliament, that the whole number of applications made to them for aſſiſtance was only 332, the knowlege that loans could be obtained having in ſeveral inſtances ſufficed to render them unneceſſary, inſomuch that the total of the ſums applied for was conſiderably ſhort of that allowed by parliament, being only £3,855,624. Of the applications 238 were granted, amounting to £2,202,000; there were withdrawn 45 for ſums amounting to £1,215,100; and 49 were rejected for various reaſons. The whole ſum advanced was repaid; a conſiderable part before it became due,

and the remainder at the regular ſtated periods without any apparent difficulty or diſtreſs. With the exception of two only, who became bankrupts, the parties aſſiſted were ultimately ſolvent, and in many inſtances poſſeſſed of great property.

The advantages of this well-timed meaſure were evinced by a ſpeedy reſtoration of confidence in mercantile tranſactions, which produced a facility in raiſing money, that was preſently felt, not only in the metropolis, but through the whole extent of Great Britain. The difficulties, in which many commercial houſes were involved, were thus removed, and the fatal effects of thoſe difficulties in other houſes, who were dependent on them, were prevented. Nor was the operation of the act leſs beneficial with reſpect to ſome eminent manufacturers in various parts of the kingdom, who, having in a great degree ſuſpended their works, were enabled to reſume them, and to afford employment to a number of work-people, who muſt otherways have been thrown on the public for ſupport.

The delicacy, ſo eſſentially neceſſary in matters of private credit, was ſo punctually obſerved throughout the whole of the buſineſs, that none of the names of thoſe who had occaſion to avail themſelves of the public relief were ever mentioned. It may not, however, be improper to ſtate in what proportion the bills were diſtributed in the various parts of the kingdom, though the account does not comprehend the whole *.

In London	£989,700	In Glasgow	£319,730
Manchester	246,500	Pasley	31,000
Liverpool	137,020	Leith	25,750
Briſtol	41,500	Dundee	16,000
Other places in England	310,000	Edinburgh	4,000
		Perth	4,000
		Bamf	4,000
	£1,129,180		£404,480

When Mr. Dundas, as preſident of the board of controul, brought forward, what is uſually called, the Eaſt-India budget in the houſe of commons, he ſhowed from the reſult of the accounts, that the company's affairs in India were improved

by the decrease of debts and the increase of assets since last year to the amount of		£2,344,139
The balance in favour of the company in China and St. Helena exceeded that of last year		274,926
At home the debts were diminished	£598,129	
and the assets were increased	659,663	
the improvement at home in the course of the year being		1,257,792
Of the sum total of the increase		3,876,857
there proceeded		
from the creation of new capital stock	£2,000,000	
and from cargoes arrived from India since making up the stock accounts	207,108	
		2,207,108
So there remained a net improvement in the company's affairs since last year of		£1,669,749

* For this account I am indebted to Mr. Chalmers, who gives it as only ſhowing to what parts of the country the principal relief was granted. [*Eſtimate, p.* lvii, *ed.* 1794.]

Mr. Dundas, in deſcribing the flouriſhing condition of the Britiſh poſſeſſions in India, obſerved, that the only European power that could rival us on the continent of India was annihilated, and the only native power that could diſturb us, humbled. He noticed the permanent ſecurity derived from the certain tenure of poſſeſſing lands, the increaſe, by various means, of the quantity of circulating ſpecie, and the great increaſe of the proſperity and population of the country in conſequence of the regulation of the courts of juſtice by Lord Cornwallis. At home, he ſaid, the laſt year's ſales would have been much larger, but for the embarraſſed ſtate of commercial credit: but notwithſtanding that deficiency, which an increaſed demand this year would neceſſarily compenſate, and the additional charges of the war, the company had been enabled to pay off above half a million of their debt at home; and there was every reaſon to believe, that their affairs were in a progreſſive ſtate of increaſing proſperity.

For ſome time after the Europeans began to reſort to China, many of the ports of that empire, perhaps all of them, were equally open to their veſſels. Complaints of the miſconduct of the ſtrangers, tranſmitted by the magiſtrates to the emperor's court, (probably with exaggerations ſuggeſted by the jealous policy, which has in all ages been the characteriſtic of the Chineſe) produced ſome reſtrictions upon the conduct and the commerce of all foreigners, together with an order that no other port but Quang-Tchoo (which we call Canton) ſhould be open for their admiſſion, and that only for a part of the year.

The Portugueſe, who, in conſequence of ſome ſervice done to the empire, had obtained a ſmall ſettlement at Macao *, and a degree of intereſt with the government, were long the only Europeans who had any commercial intercourſe with China. When the Engliſh firſt attempted to open a trade with that empire, the Portugueſe 'ſo beſlandered them to the Chineſe, reporting them to be rogues, thieves, beggars, and what not, that they became very jealous of the good meaning of the Engliſh †.' And the Roman-catholic miſſionaries (of other nations as well as the Portugueſe) who, under the character of men of ſcience, were favourably received at the Chineſe court, when the antipathies of religious diſtinctions were more virulent than in the preſent age, have, no doubt, contributed to ſtrengthen the unfavourable opinion conceived of the Engliſh heretics ‡, of whom the Chineſe never ſaw any but merchants, and ſeamen in the ſervice of merchants, whoſe profeſſion the people in authority hold in the loweſt degree of contempt.

* Macao is ſituated on a peninſula at the ſouthern extremity of a large iſland in the mouth of the river which leads to Canton.

† Theſe are the words of the manuſcript Account of Captain Weddell's voyage to China, quoted in Sir George Staunton's *Account of the embaſſy to China*, [*V.* i, *p.* 10, *ſecond ed.*] from which work, I may here obſerve, the account I give of the embaſſy is wholely extracted.

‡ The Portugueſe miſſionaries in Japan in the year 1613 gave a character of the Engliſh there almoſt in the ſame words which were uſed by their countrymen in China. [*Purchas's Pilgrimes*, *B.* iiii, *p.* 368.]

Perhaps the Engliſh ſeamen, with the high ideas of their own naval ſuperiority, and the careleſſneſs of conſequences, which ſo ſtrongly mark their character, may have been ſometimes leſs correct in their conduct, than the rigid punctilios of Chineſe etiquette and mechanical behaviour required. From theſe cauſes, and perhaps from others unknown, the Engliſh were the leaſt favoured, or rather the moſt rigorouſly treated, of all the European nations who reſorted to Canton; and probably alſo the moſt dreaded, ſince their acquiſitions in Hindooſtan, their conqueſt of Manila, and the general reputation of their naval power, were heard of in China. The officers of government at Canton, and eſpecially the collector of the cuſtoms, finding that the oppreſſion of foreigners was not likely to be found fault with, or even to be heard of, at court *, proceeded in their extorſions till they raiſed the demands for cuſtoms and port-charges upon a conſiderable ſhip to the enormous amount of £10,000 ſterling. It was in vain to pretend to remonſtrate. No native durſt tranſlate a memorial, or act as interpreter in laying their grievances before the viceroy: and Chineſe ſubjects have even been puniſhed, for teaching their language to foreigners.

The merchants of the *hong* †, almoſt the only people with whom the Europeans could have any authorized intercourſe, though diſpoſed to favour foreign commerce, as advantageous to themſelves, yet having all the caution and timidity natural to the ſubjects of a government, which is arbitrary in every one of its ſubdiviſions, either durſt not preſent the memorials of their foreign friends; or, if they did, they ſuppreſſed the nervous arguments and clear ſtatement of facts contained in them, and reduced them in the tranſlations to abject petitions, more likely to invite, than to avert, inſult and oppreſſion. Neither do the members of the Chineſe government think it neceſſary to ſhow the ſmalleſt attention to foreigners, or their trade, which they are not diſpoſed to acknowlege to be of any advantage to a people poſſeſſing, in their own variety of climates, all the neceſſaries and comforts of life, and, as they believe, all the uſeful knowlege attainable by man. Influenced by ſuch ideas, the Chineſe do not conſider the great influx of money poured into their country by foreign commerce as a benefit; and, inſtead of encouraging, they merely tolerate, a very rigorouſly reſtricted intercourſe with foreigners.

The principal trade of the Eaſt-India company has of late years been in tea, an article which China alone ſupplies. It therefor became an object of the firſt importance to endeavour to obtain relief from the

* 'A Britiſh ſubject in the ſervice of the Eaſt-India company, who had attained the language of the country by having been ſent to Canton at a very early age, and had remained long in it, was puniſhed, by expreſs order from Pekin, for having attempted to penetrate to that capital with a view of preſenting, in obedience to his ſuperiors, a memorial of grievances from the Britiſh factory.' [*Account of the embaſſy, &c.* V. i, *p.* 28.]

† For the eſtabliſhment of the *hong*, or co-hong, ſee above V. iii, p. 655.

oppreſſions and inſults, to which their commerce and their agents in China were expoſed. In the hope that ſuch oppreſſions and inſults might not be authorized by, or even known to, the emperor, they ſuggeſted the expediency of ſending an embaſſy from the court of Great Britain to that of China, which would at leaſt have the effect of making it known in that country, that the intereſts of commerce were objects of the higheſt importance to the government of this country, and the Britiſh ſubjects trading in China were not to be looked upon as worthleſs outcaſts, deſtitute of the ſupport and protection of their ſovereign *.

For this unuſual and delicate miſſion Lord Macartney was choſen. In addition to the cuſtomary attendants of an ambaſſador, men of ſcience in various departments were attached to the embaſſy, as on a voyage of diſcovery, and alſo, for the ſake of ſplendour, a military guard. A magnificent preſent was ſelected for the emperor conſiſting of the moſt perfect aſtronomical and mathematical inſtruments, an orrery, a ſuperb pair of globes, the moſt exquiſite works of art, braſs cannon and other kinds of arms, a model of a firſt-rate ſhip, and views of other objects not portable †. It was expected, that the ſight of articles of ſuch ſuperior workmanſhip might have ſome effect in inducing the people of China to depart from their arrogant ideas of their own perfection, and accuſtom them to conſider Britiſh manufactures as the moſt perfect productions of human ingenuity and induſtry, whereby a beneficial trade in ſuch articles may in time be introduced.

The preſents were ſo choiſe and valuable, that they excited the attention, and alarmed the ſuſpicions, of the foreign ambaſſadors at the Britiſh court. 'One of theſe, who ſtill held to the exploded prejudice 'of the jealouſy of commerce, not being, it ſeems, aware that the world 'was wide enough for all who choſe to embark in that kind of life, 'and that it flouriſhed beſt by reciprocation, failed not to attribute to 'the Britiſh adminiſtration and Eaſt-India company a deſign of en-'groſſing the total trade of China by the excluſion of all other foreign-'ers, and propoſed a counter embaſſy to avert the evil ‡.' So far, however, was this very jealous foreign miniſter miſtaken with reſpect to the

* A proof of the little eſtimation in which the Chineſe government hold ſuch of their ſubjects as emigrate, or go abroad for commercial purpoſes, appears in the following facts. In the year 1740 the Chineſe in Java, where they are very numerous, revolted againſt the Dutch government, in conſequence of which they were all maſſacred. The Dutch governor thought it neceſſary to ſend an apology to the emperor of China upon the occaſion. But the deputies were very agreeably ſurpriſed to find that the emperor took no concern in the fate of unworthy ſubjects, who, in purſuit of lucre, had quitted their country, and abandoned the tombs of their anceſtors. [*Account of the embaſſy, &c. V.* i, *p.* 299.] In former times they puniſhed even temporary expatriation much more ſeverely than by neglect. About the year 1613 the emperor put to death, and confiſcated the effects of, 5,000 people for trading out of the country, contrary to his edict. [*Purchas's Pilgrimes, B.* iiii, *p.* 368.]

† No automata were ſent, though ſuch articles uſed to be ſo much fancied in China, that they have been ſent thither from this country to the amount of about a million ſterling. It was believed that the Chineſe were ſatiated with the ſight of ſuch uſeleſs trinkets.

‡ I have taken pleaſure in tranſcribing theſe lines on account of the liberal ſpirit diſplayed in them.

object of the embaſſy, that an offer was made to the ſtates-general of the United provinces of any ſervices to the Dutch factory at Canton, which the ambaſſador might have it in his power to perform.

For conveying the ambaſſador and his numerous attendants, the Lion, a ſhip of war of 64 guns commanded by Sir Eraſmus Gower, was commiſſioned: and the Eaſt-India company appointed the Hindoſtan, a ſhip of 1,200 tuns commanded by Captain Mackintoſh, an experienced and judicious officer, to carry the preſents, and ſuch perſons of the embaſſy as could not be accommodated onboard the Lion. The ſhips ſailed from Portſmouth 26th September 1792, and arrived on the 5th of Auguſt 1793 in the mouth of the Pei-ho in the neighbourhood of Pekin.

Lord Macartney was received in China with the greateſt politeneſs, and ſumptuouſly entertained by order of the emperor, who received that mark of attention from the ſovereign of ſo remote a country with much complacency and ſatisfaction. But as the Chineſe have no conception of any other purpoſe of an embaſſy than merely to deliver letters and preſents, a letter and preſents in return were prepared, and it was intimated to Lord Macartney, ſoon after the ceremony of the audience was over, and before he had a proper opportunity of entering upon any part of the buſineſs of his miſſion *, that the approach of winter would be prejudicial to his health, and that orders were given to convey him and his retinue to Canton. With this intimation he was obliged to comply; and the object of ſo much labour and expenſe was thereby rendered utterly unattainable. But fortunately the two mandarins, appointed to attend him to Canton, conceived a friendſhip for him; and, by the opportunities of free converſation with them during a journey (or canal voyage) of ſeveral months, he found means to impreſs them with more proper and favourable ideas of the Britiſh trade in China, than had hitherto been entertained of it in that country. In conſequence of the frequent diſpatches from theſe mandarins to the emperor, ſo happy a change was effected in the diſpoſition of that prince towards the intereſts of the Britiſh commerce, that he removed the obnoxious viceroy of Canton, and inſtructed his ſucceſſor to put a ſtop to the oppreſſions complained of by the ambaſſador, a meaſure to which the new viceroy appeared to be very well inclined of himſelf. The emperor alſo intimated a deſire of ſeeing another embaſſy from Great Britain; and he gave orders, that no cuſtom ſhould be charged on the cargo to be taken in by the Hindoſtan, which was moreover permitted to load either at Chuſan or Canton. Thus it happened that the ambaſſador was en-

* The ſection of the act for renewing the company's excluſive trade, which provides for a poſſibility of acquiring a territory from China, ſeems to infer that ſuch an acquiſition was one of the objects of the embaſſy, which the very peremptory conduct of the Chineſe court prevented the ambaſſador from having any opportunity of even mentioning. See above, p. 273, or act 33 Geo. III, c. 52, § 76.

abled to accompliſh more of the purpoſes of his miſſion, after it was formally at an end, than during his continuance at court.

Lord Macartney had been furniſhed with credentials to the ſovereigns of Japan and the other principal Oriental iſlands, which remain free from the yoke of any European power. But when he heard that the flames of war were kindled in Europe, and conſidered that there was no force in the Indian ſeas to protect the company's homeward-bound property from Canton, to the amount of three millions ſterling onboard fifteen ſhips, he laid aſide all thoughts of further embaſſies, and determined to return home, that the Lion might ſerve as a convoy to that valuable fleet. Having diſpatched a tender with plants of the tea, tallow, and varniſh, trees for Bengal, the whole fleet proceeded for Europe, and arrived in ſafety in England on the 6th of September 1794.

From the information obtained by the gentlemen of the embaſſy, concerning the little-known empire of China, I have ſelected the following particulars, illuſtrative of the ſtate of commerce in that ſingular country.

In China there are no hereditary ranks or titles*; and every man in power or office is, at leaſt, ſuppoſed to owe his preferment to his own merit. There are three claſſes of the people; 1) the learned men, out of whom all the magiſtrates and governors are choſen; 2) the cultivators of the ſoil, who, are above nine tenths of the whole people, and whoſe induſtry is chiefly exerted in providing grain and other articles of food for mankind, there being very few cows, horſes, or other live ſtock, in the country; and 3) the loweſt order of the people, conſiſting of tradeſmen and mechanics, among whom merchants are claſſed; for in China the profeſſion of a merchant is in little eſtimation, the method, punctuality, candour, and ſtrict honour, which are the characteriſtics of mercantile men in a commercial nation, being unknown to the petty dealers of that empire. But from this deſcription the merchants in Canton, and even thoſe in the neighbourhood of it, muſt, in ſome degree, be excepted, who, by having ſome intercourſe, directly or indirectly, with foreigners, have, in ſpite of the national ſelf-ſufficiency and arrogance, acquired a ſuperior knowlege of buſineſs, and ſo much of that mutual confidence, without which buſineſs cannot be tranſacted on a large ſcale, that packages of goods bearing the marks of the Britiſh Eaſt-India company, are ſold and reſold by the invoices, as in India, without ever being opened for examining the quantity or quality of the contents, till they arrive at the places, where they are retailed to the conſumers. The hong merchants being very extenſive and privileged dealers, and having large concerns with foreign merchants, muſt be

* They are not, however, indifferent to the pride of anceſtry, but carefully preſerve their genealogies, and point out with exultation the names of thoſe anceſtors who have been recorded in the *Book of merit*.

conſidered as in all reſpects ſuperior to all other merchants in Canton, or any other part of the empire.

Though expreſſes on the emperor's buſineſs are forwarded at the rate of 150 miles a day, it is very rarely that an individual is permitted to ſend a letter by them: and as there is no eſtabliſhment of a general poſt to convey letters for the public, their trade, which is all inland, muſt be prodigiouſly cramped for want of correſpondence, and the people muſt be totally ignorant of all public, or diſtant, tranſactions.

The roads, though very narrow, are ſufficient for the few carriages employed in traveling or tranſporting goods. But, as the whole country is interſected by navigable rivers and canals in every direction, journies are moſtly performed upon the water, which alſo furniſhes an eaſy conveyance for all the goods and produce carried from one part of the empire to another. The prodigious crowds of veſſels, which cover the grand canal, extending by the help of rivers, with little interruption of portage, from Pekin to Canton, and all the other inland waters, prove that the home carrying trade muſt be prodigiouſly great. But we muſt at the ſame time remember, that nearly the whole of their trade is conveyed upon the inland waters, their foreign active trade being next to nothing, and their timorous diſpoſition inducing them to prefer creeping along the windings of rivers and canals to a direct route in the open ſea along the coaſt. In the management of their freſh-water craft the Chineſe are very expert. But in the navigation of the open ſea they appear to have fallen off very much from the maritime ſkill and enterpriſe of their anceſtors, who are ſaid to have ſailed as far as the coaſt of Africa: and, though they have the uſe of the compaſs, they have ſo little confidence in it, or in their own ſeamanſhip, that they are never willing to loſe ſight of land *, and think it too arduous an attempt even to coaſt along their own ſhores without intermediate ſtops.

Vaſt numbers of boatmen and fiſhermen have no reſidence upon the land: their boats are their only habitations, in which they and their families carry on their buſineſs, and their children are born and bred up.

The Chineſe ſeem in many reſpects to have more reſources and more economy than any other people, to which they are in a great meaſure impelled by their ſuperabundant population. All are induſtrious; and the gentlemen of the embaſſy remarked, that, though vaſt numbers appeared to be very indigent, not a beggar was ever to be ſeen in the country. They carry ſoil to the rugged rocks; they make terraces on the ſteep declivities of the mountains, and ponds above the terraces to furniſh water to them. The inhabitants of the lakes (thoſe who live on the ſurface, as well as thoſe living on the banks, of them,) make a ſhift

* One might aſk, what is the uſe of the compaſs to them? The name they give it is *ting-nan-ching*, or needle pointing to the ſouth.

to procure crops from artificial fields floating upon the ſurface of the water, which are made by ſpreading earth upon rafts of bamboos. And the canals themſelves, beſides ſerving the purpoſes of navigation, and ſupplying fiſh and water fowls, are made to yield a crop of vegetables of a ſpecies, which reaches from the bottom to the ſurface. Ducks are hatched by artificial heat, as in Egypt. Silk worms are fed on the leaves of a ſpecies of aſh tree, as well as on thoſe of the mulberry. They make cloth from the fibres of nettles; and they make paper from the barks of different vegetables, from the fibres of hemp, and the ſtraw of rice *. They never ſuffer their ground to lie fallow, but keep it continually in heart by a great variety and abundance of manures; and they provide againſt the damage ariſing from exceſſive drought by irrigation. They ſcarcely ever ſow their corn in broadcaſt, but ſet it carefully in drills, which affords employment for their children. 'A gentleman of the embaſſy calculated, that *the ſaving of the ſeed alone in China in this drill huſbandry, which would be loſt in that of broad-caſt, would be ſufficient to maintain all the European ſubjects of Great Britain.*'—Thus every thing is turned to the beſt account; and the farmer enjoys the whole fruits of his labour; for there are no eccleſiaſtical tithes to diminiſh his profits, or diſcourage his induſtry.

Chow-ta-zhin, a friendly mandarin, communicated to Lord Macartney an account, moſtly in round numbers, of the extent, population, and revenue, of the empire of China, excluſive of Tartary and the tributary provinces, taken from official documents, which is as follows.

Provinces.	Square miles.	Acres.	Millions of people.	Taxes.	
				Tahels of ſilver †.	Meaſures of grain ‡.
Pe-che-lee	58,949	37,727,360	38	3,036,000	N.
Kiang-nan	92,961	59,495,040	32	8,210,000	1,440,000
Kiang-see	72,176	46,192,640	19	2,120,000	795,000
Tche-kiang	39,150	25,056,000	21	3,810,000	780,000
Fo-chen	53,480	34,227,200	15	1,277,000	N.
Hou-quang { Hou-pe	144,770	92,652,800	14	1,310,000	100,000
Hou-quang { Hou-nan			13	1,345,000	100,000
Ho-nan	65,104	41,666,560	25	3,213,000	230,000
Shan-tung	65,104	41,666,560	24	3,600,000	360,000
Shan-see	55,268	35,371,520	27	3,722,000	N.
Shen-see }	154,008	98,565,120	18	1,700,000	N.
Kan-sou }			12	340,000	220,000
Se-chuen	166,800	106,752,000	27	670,000	N.
Canton	79,456	50,851,840	21	1,340,000	N.
Quang-see	78,250	50,080,000	10	500,000	N.
Yu-nan	107,969	69,100,160	8	210,000	220,000
Koei-cheou	64,554	41,314,560	9	145,000	N.
Totals	1,297,999	830,719,360	333	36,548,000	4,245,000

* A ſimilar manufacture of paper from ſtraw, hay, thiſtles, the refuſe of hemp and flax, ſome kinds of wood and bark, and alſo from paper already written or printed upon, has been attempted in this country.

† The Chineſe tahel, tael, or tale, is ſomewhat heavier than our ounce of ſilver, 100 of them being worth about £33 ſterling.

‡ We are not informed what is the weight or quantity of a meaſure of grain, but it appears to be ſufficient

This account of the population of the empire, being about 256½ perſons for every ſquare mile throughout the whole extent of the country, may at firſt ſight ſtagger belief. But as it is the reſult of actual enumerations, taken in every diviſion of ten families, and as the laws permit no emigration, as there is no naval eſtabliſhment, as the army contains only one man out of 185 of the inhabitants, and it is univerſally allowed that the population is ſo very redundant, that the deſtruction of infants is authorized by cuſtom, if not by law, there can ſcarcely be any reaſon to doubt the truth of it. The ſmall amount of the taxes is ſtill more remarkable, being only about 8¾*d* ſterling in ſilver, and not quite thirteen thouſandth parts of a meaſure of grain, paid by each perſon. The whole amount in money and grain is far below what is paid by the people of this iſland, whoſe number is not much above that of the leaſt populous, nor much above a quarter of that of the moſt populous, of the ſeventeen provinces of that very populous empire *. But in proportion to our numbers, our commerce is prodigiouſly more extenſive than that of the Chineſe.

The French government, anxious for the ſafety of a fleet of 160 veſſels from the Weſt-Indies and America, loaded with Weſt-India produce, proviſions, and naval ſtores, the value of which was eſtimated at five millions ſterling, ordered out twenty-ſix ſhips of the line, commanded by Admiral Villaret, to meet and protect them. Lord Howe with a Britiſh fleet, alſo of twenty-ſix ſhips of the line, was cruiſing to intercept the ſame rich fleet of merchant veſſels. Neither of the admirals fell in with the object of his ſearch. But they met each other. An engagement, or rather a ſucceſſion of engagements, enſued on the 28th and 29th of May and the 1ſt of June, and in the final action ſix of the French ſhips were taken, and one was ſunk. Though the French marine ſuſtained ſo heavy a loſs, yet the great object, for which the fleet was ſent out, was accompliſhed; and the whole of the merchant fleet got ſafe into the port of L'Orient a few days after the engagement.

As ſoon as the news of the victory arrived, the underwriters at Llyod's coffee-houſe, with that ſpirit of benevolence and liberality which uſually accompanies commercial proſperity, and which they have ſhown on ſo many ſimilar occaſions, immediately opened a ſubſcription for the relief of the widows and children of the ſeamen, who fell in the battle. Their ſubſcriptions, together with the donations of benevolent people of other deſcriptions, paid into the hands of Mr. Taylor, the keeper of the coffee-houſe, amounted to £21,281 : 19 : 11. The corporation of the city of

ſufficient for the ſubſiſtence of a man for about three days, ten meaſures of rice being allowed to a foot ſoldier in a lunar month. Thoſe provinces, which have N. in the column of grain, pay no tax of that kind.

* The whole revenue of the greateſt empire upon the face of the earth is ſcarcely ſufficient to pay half the intereſt of our national debt, with the concomitant charges.

London gave £500, and the managers of Drury-lane theatre gave a clear benefit, which produced above £1,300, to the ſame charity. So ample were the contributions, that it was thought proper to apply 500 guineas in providing a pair of magnificent goblets, to be preſented to Admirals Bowyer and Paſley, who had each loſt a leg in the engagement.

The gentlemen who took upon themſelves the charge of diſtributing this noble charity, were ſo exceedingly attentive to the intereſts of the objects of it, that they provided by truſts, that they ſhould not ſuffer by their own folly in making indiſcreet alienations of the property beſtowed upon them.

In the Weſt-Indies the Britiſh forces got poſſeſſion of Tiburon, a ſmall ſettlement in the weſtern extremity of S^{t}. Domingo: and afterwards, being reinforced by about 1,600 men, they took the more important town of Port au prince (June 4th), where they found twenty-two capital veſſels loaded with produce, and many others in ballaſt, the whole eſtimated at the value of near £400,000. This was the laſt ſucceſsful effort of the Britiſh troops in S^{t}. Domingo *. The yellow fever renewed its attacks with ſuch peſtilential virulence, that it ſcarcely left alive a ſufficient number of the devoted army to perform the melancholy duty of burying their dead companions †.

In the meantime the new-acquired iſland of Guadaloupe was attacked by the French, and being but weakly garriſoned, the whole iſland, notwithſtanding the aſſiſtance brought from S^{t}. Chriſtophers by Sir Charles Grey, was reduced to the dominion of France by the 3^{d} of July, except Fort Matilda, which was defended by the Britiſh garriſon till the 10th of December, when it was ſurrendered to the French army, then reinforced by 3,000 men.

The ſettlement eſtabliſhed at Sierra Leona with the philanthropic intention of introducing civilization, induſtry, and laudable commerce, inſtead of pillage and the ſale of human creatures, was now beginning to flouriſh. The new village, called Freetown, contained 200 houſes, ſome of them tolerably good, diſpoſed in regular ſtreets; the grounds were cleared for ſeveral miles from the town, and cultivated; and conſequently the climate was rendered more healthy. Order and induſtry were eſtabliſhed. The fame of the colony, and of their determination not to deal in ſlaves, was ſpread throughout the country. The king of Foulah, the ſovereign of ſome millions of people and of a plentiful country, had ſent an embaſſy to Sierra Leona; and, in return, two gentlemen in the company's ſervice had penetrated to Teembo, his capital, ſituated a con-

* Some account of the trade and condition of S^{t}. Domingo previous to the commencement of the troubles in it has already been given in p. 224.

† 'Hompeſch's regiment of huſſars were reduced, in little more than two months, from 1,000 to 300, *and the 96th regiment periſhed to a man.*' [*Edwards's Hiſt. of the Weſt-Indies, V.* iii, *p.* 411, 8vo *ed.*]

ſiderable way up in the country, where they were well received. They reported, that Teembo contains about 7,000 inhabitants, who are Mohamedans. The chief people have books and can write; and there are ſchools in every town. They have manufactures of iron, ſilver, wood, leather, and cloth, and are in all reſpects ſuperior to the Negroes on the coaſt. They alſo reported, that the effect of the war in Europe was very favourable to that part of Africa, where they enjoyed comparative peace and tranquillity, in conſequence of the ſlackened demand for ſlaves.

The favourable ſituation and proſpects of this little colony were ſuddenly reverſed. A French fleet, conſiſting of one ſhip of 50 guns and a number of privateers, two of which carried 32 guns each, fitted out by the ſlave-merchants of Bourdeaux and L'Orient, inſtigated and aſſiſted by two ſlaving captains, whoſe crimes had made them fly from England and America, arrived in the harbour (September 28th), took all the veſſels belonging to the company, deſtroyed the public buildings, and plundered all the property they could lay their hands upon. After doing all the miſchief they could at Sierra Leona, they ſailed along the coaſt, and plundered ſome of the Britiſh ſlave factories.

The French government had promiſed that Sierra Leona ſhould be exempted from the ravages of the war. But it might be expected, that a ſettlement, eſtabliſhed for the expreſs purpoſe of annihilating the ſlave-trade, could not eſcape the pointed vengeance of ſlave-merchants, as ſoon as the laws, or cuſtoms, of war ſhould put the power of conducting hoſtile enterpriſes into private hands.

As ſome amends for the recapture of a Weſt-India iſland and the deſtruction of an infant ſettlement on the coaſt of Africa, the Britiſh forces in the Mediterranean made the acquiſition of an entire European kingdom in the iſland of Corſica, the ſovereignty of which was annexed for ever to the crown of Great Britain (June 19th). The parliament of that kingdom engaged to adopt all regulations, conſiſtent with their new conſtitution, which ſhould be enacted by the parliament of Great Britain for the extenſion and advantage of the empire. In return they were aſſured, on the part of their new ſovereign, of the ſame protection to the trade and navigation of Corſica, which is given to the trade and navigation of his other ſubjects: and the viceroy moreover promiſed them a participation, not only of the treaſures of trade, but alſo of the ſovereignty of the ſea *.

The union of this kingdom with Great Britain was of too ſhort a duration, to afford ſufficient knowlege of the commercial advantages to be derived from the connection. From the cuſtom-houſe books it appears, that 27 veſſels from Corſica were entered inwards at the ports of Great Britain in the years 1795, 1796, and the beginning of 1797, and

* The population of Corſica was eſtimated at 120,000 ſouls by Theodore, who once had the title of king of it.

that 1 veſſel ſailed for it in the year 1796. But of the nature of their cargoes, or whether they were advantageous or diſadvantageous to the commercial intereſts of Great Britain, I have not at preſent any ſufficient information.

June 26th—A conflagration broke out in a boat-builder's yard at Cock-hill in Ratcliff, which communicating with a barge loaded with ſaltpetre, and thence extending to ſome of the Eaſt-India company's warehouſes full of the ſame dangerous commodity, the whole blew up. The wind blowing ſtrong, and it being unfortunately low water in the river, the fire raged with unconquerable fury, and continued to ſpread, till it deſtroyed ſeveral ſtreets. Near five hundred houſes were burnt down; and the damage was reckoned to be the greateſt that ever was done by any fire ſince the great conflagration, which deſtroyed ſo great a part of London in the year 1666. For the immediate accommodation of the families, who were burnt out, government lent them 140 tents, which were formed into a little camp in a field adjacent to Stepney church.

On this melancholy occaſion the liberal charity of the underwriters at Lloyd's and of other benevolent perſons, was again cheerfully extended for the relief of the diſtreſſed, till the committee for the management of the donations informed the public, that they conceived the funds put into their hands to be fully adequate to the purpoſes, to which they were propoſed to be applied.

In the ſpring of this year the ſecretary of ſtate of the United ſtates of America laid before General Waſhington, the preſident of the congreſs, an abſtract of complaints againſt the belligerent powers, ſtating, that American veſſels were carried into Britiſh ports, and detained, even when they could by no means be condemned, whereby the cargoes, and alſo the veſſels themſelves, were expoſed to deſtruction; that Britiſh ſhips of war had impreſſed American ſeamen; that the Britiſh regulations forced the commerce of the citizens of the United ſtates out of its proper channel, and reſtricted it to the ports of the Britiſh or their friends; that their veſſels were taken merely for trading to the French Weſt-Indies in articles not deemed contraband by any law of nations; and thoſe in the Britiſh Weſt-Indies were obliged to give ſecurity that their cargoes ſhould be carried to Britiſh, or neutral, ports. The admiralty courts in the Britiſh Weſt-Indies were alſo accuſed of exceſſive rigour, and irregularity in their proceedings.——There were nearly the ſame complaints againſt the French privateers and ſhips of war, and admiralty courts; and it was repreſented that an embargo had been laid upon American veſſels in the ports of France, and a payment had been made in depretiated aſſignats, which ought by the contract to have been in coin.——Some outrages of Spaniſh privateers, and a deciſion of the Dutch admiralty court, were alſo complained of.

The American government on the 26th of March 1794 laid an embargo of thirty days on all Britiſh veſſels in their ports; and appointed Mr. Jay to proceed to the court of Great Britain to aſk redreſs of the grievances complained of by their citizens.

In anſwer to the memorial of Mr. Jay, envoy extraordinary from the United ſtates of America, Lord Grenville, ſecretary of ſtate for foreign affairs, admitted that ſome irregularities were unavoidable in an extenſive war, but profeſſed the king's deſire, that the citizens of the United ſtates ſhould have every opportunity of obtaining complete juſtice by the regular courſe of law. He imputed the grievance of impreſſing American ſeamen to the difficulty of diſtinguiſhing them from Britiſh ſeamen, but aſſured him that orders had been given to make the proper inquiries.

Theſe communications paved the way for

A treaty of amity, commerce, and navigation, with the United ſtates of America, ſigned by Lord Grenville and Mr. John Jay, 19th November, 1794 *.

The firſt article engages for a firm, inviolable, and univerſal, peace, &c. 2) It is agreed, that the poſts within the limits of the United ſtates, occupied by Britiſh garriſons, ſhall be given up before the 1st of June 1796; the Britiſh ſettlers within the juriſdiction of them having the option of departing with their property, or of becoming citizens of the United ſtates, till the 1st of June 1797, after which all, who chuſe to remain, ſhall become citizens of the United ſtates.

3) Liberty is reciprocally given to his Majeſty's ſubjects and the American citizens, and alſo to the Indians dwelling on either ſide of the boundary, freely to paſs and repaſs by land or inland navigation, into the reſpective territories of either on the continent of America (excepting the countries within the limits of the Hudſon's-bay company) and to navigate all the lakes and rivers, and to trade with each-other. But this liberty does not extend on either ſide to the ports, bays, or creeks, of the ſea, or the mouths of rivers as far up as the higheſt port of entry for ſea veſſels; ſmall American veſſels being, however, permitted to trade *bona fide* between Montreal and Quebec. The River Miſſiſſippi is declared to be entirely open to both parties, who may equally uſe all the landing places on its eaſt ſide. By theſe conveyances all goods, not prohibited to be imported into the Britiſh territories in America, may be carried into them by the citizens of the United ſtates, on paying ſuch duties as the ſame goods would be liable to on importation from Europe. And the Britiſh ſubjects have the like liberty of carrying into the territories of the United ſtates all ſuch goods as are not prohibited there, on paying ſuch duties as they would be liable to on being imported in

* What is here laid before the reader is only the ſubſtance of the treaty, which is above three times as long, though it is far from being ſo verboſe as moſt other ſuch papers, ſome paragraphs of it, as the reader will obſerve, not even admitting of an abridgement.

veſſels belonging to the United ſtates into their Atlantic ports. All goods, which may be freely exported on either ſide, may in like manner be reciprocally carried to the territories of each party reſpectively. —Peltry, paſſing by inland carriage, is exempted from paying any duty on paſſing the boundary line on either ſide; as are alſo all the goods and effects belonging to the Indians, unleſs the largeneſs of the package give reaſon to believe, that they are not *bona fide* Indian property.——No higher tolls or rates of ferriage ſhall be demanded than are paid by the natives of the country, in which they are ſituated; nor ſhall any duty be payable at the portages on either ſide for goods, not ſold or exchanged, but carried to be reimbarked on the next navigable water.

4) Proviſion is made for aſcertaining by a joint ſurvey and amicable negotiation the north-weſt boundary of the territory of the United ſtates, between the Lake of the Woods and the River Miſſiſſippi, the poſition of the upper branches of that river being unknown.

5) It is alſo agreed, that commiſſioners ſhall be appointed on both ſides to determine, which of the branches of the River S^{t}. Croix ought to be fixed as the boundary between the Britiſh provinces and the territories of the United ſtates.

6) Many Britiſh merchants and others having alleged, that debts to a conſiderable amount, contracted before the peace by inhabitants of the United ſtates, were ſtill due to them, which, owing to a variety of cauſes in the lapſe of ſo many years, cannot now be recovered by the ordinary courſe of judicial proceedings, the United ſtates engage to make full compenſation for all ſuch debts, which really could not be recovered by the ordinary courſe of juſtice, but not for ſuch loſſes as were occaſioned by the inſolvency of the debtors, or by the manifeſt negligence or omiſſion of the claimant. For aſcertaining the amount of ſuch loſſes and damages, it is agreed, that two commiſſioners ſhall be appointed by the king, and two by the preſident of the United ſtates, which four ſhall chuſe a fifth one; that they ſhall ſit at Philadelphia and any other place they may think proper; that they ſhall receive all applications made to them within eighteen months from their firſt ſitting, which term they may, if neceſſary, extend to ſix months more, and ſhall decide upon them according to equity and a due conſideration of all circumſtances. The United ſtates engage to make full payment in ſpecie of all ſums ſo awarded by the commiſſioners, the commencement of the payments being limited to twelve months after the ratification of this treaty.

7) Many merchants and others, citizens of the United ſtates, having complained, that they have ſuſtained conſiderable damage by irregular and illegal captures or condemnations of their veſſels and property by Britiſh cruiſers ſince the commencement of the preſent war, for which no redreſs can now be obtained by judicial proceedings, the Britiſh government engage to make full compenſation for all ſuch loſſes, as cannot

be remedied by the courſe of law, and are not occaſioned by any neglect of the claimants. Five commiſſioners, to be choſen in the ſame manner with thoſe mentioned in the preceding article, are appointed to meet in London, where they ſhall receive claims during eighteen months, with a power to prolong the time, if neceſſary, in particular caſes, and to decide upon the merits of the ſeveral claims according to equity and the law of nations. His Britannic Majeſty engaegs to make full payment in ſpecie agreeable to the awards of the commiſſioners.

——On the other hand, many Britiſh ſubjects having complained, that their veſſels had been taken within the juriſdiction of the United ſtates, or by veſſels originally armed in their ports, it is agreed, that all ſuch caſes, which have not been already redreſſed agreeable to the terms of Mr. Jefferſon's letter to Mr. Hammond, and alſo any ſimilar caſes, which may occur prior to the ratification of this treaty, ſhall be referred to the ſame commiſſioners: and the United ſtates agree to make full compenſation to the claimants agreeable to the award of the commiſſioners.

8) It is agreed, that the expenſe of both commiſſions ſhall be jointly defrayed by the two parties.

9) The rights of Britiſh ſubjects, holding lands in the territories of the United States, and thoſe of citizens of the United States, holding lands in his Majeſty's dominions, are confirmed to them, according to the nature and tenure of their reſpective titles, with as full power to grant, and ſell, them, as if they were natives: and in all matters concerning the property of their lands neither they nor their heirs ſhall be conſidered as aliens.

10) 'Neither the debts due from individuals of the one nation to in-
'dividuals of the other, nor ſhares, nor monies which they may have
'in the public funds, nor in the public or private banks, ſhall ever, in
'any event of war or national differences, be ſequeſtered or confiſcated,
'it being unjuſt and impolitic, that debts and engagements, contracted
'and made by individuals having confidence in each-other, and in their
'reſpective governments, ſhould ever be deſtroyed or impaired by na-
'tional authority on account of national differences and diſcontents.'

11) A reciprocal and entirely perfect liberty of navigation and commerce is mutually agreed upon.

12) During the continuance of the preſent war, and for two years after the termination of it, the citizens of the United ſtates may carry in their own veſſels, not exceeding the burthen of *ſeventy* tuns, all ſuch goods of the produce or manufacture of the United ſtates to his Majeſty's iſlands and ports in the Weſt-Indies, as Britiſh veſſels can lawfully carry from the United ſtates to the ſame iſlands and ports: and no higher duties ſhall be charged on their veſſels than are charged on Britiſh veſſels in the ports of the United ſtates, nor ſhall the cargoes pay higher duties than are payable on the like goods imported in Britiſh veſſels.

The American citizens may purchaſe, and export to the United ſtates in their own veſſels, all articles of the produce or manufacture of the Britiſh iſlands, which may now be lawfully carried by Britiſh veſſels to the ſtates, on paying the ſame duties, to which Britiſh veſſels and their cargoes are ſubject. But this liberty only extends to a direct intercourſe between the Britiſh Weſt-Indies and the ports of the United ſtates; and the United ſtates engage to prohibit the carriage of melaſſes, ſugar, coffee, cacao, or cotton, in American veſſels, either from his Majeſty's iſlands, or from the United ſtates, to any other part of the world.—— Britiſh veſſels have alſo full liberty to trade to and from the ports of the United ſtates and thoſe of the Britiſh Weſt-Indies, and to carry the commodities of both, on paying the ſame duties which are payable by American veſſels.

13) His Majeſty conſents, that the veſſels belonging to the citizens of the United ſtates of America ſhall be admitted and hoſpitably received in all the ports of the Britiſh territories in the Eaſt-Indies, and ſhall have liberty to trade in all articles, whereof the importation or exportation is not prohibited, the American veſſels paying no higher tunnage dues in the Britiſh ports in India than are paid by Britiſh veſſels in the ports of the United ſtates, and paying the ſame duties on the goods imported and exported, which are paid on the like goods imported or exported in Britiſh veſſels. It is expreſsly agreed, that the veſſels of the United ſtates ſhall carry the articles, exported by them from Britiſh ports in India, to no part of the world but their own ports in America *; and, when Great Britain is engaged in war, they muſt not export any military ſtores, naval ſtores, or rice, without the ſpecial permiſſion of the Britiſh government in India.—The veſſels of the United ſtates are not, in virtue of the permiſſion granted by this article, allowed to carry on any part of the coaſting trade of the Britiſh territories, the carriage of any part of their original cargoes from one port of delivery to another not being, accounted as ſuch. Neither are the citizens of the ſtates allowed to ſettle in the Britiſh territories in India, or to travel into the interior country, without the permiſſion of the Britiſh government of the place. The obſervance of the regulations of the Britiſh government in this reſpect may be enforced againſt the citizens of America as well as againſt Britiſh ſubjects, they being, from their arrival in the port, equally amenable to the laws and juriſdiction of the place. The citizens of the United ſtates have alſo liberty to touch for refreſhment at S^{t}. Helena.

14) The inhabitants of either country may freely and ſecurely reſort to the ports of the other: and they may reſide as long as they have occaſion, may poſſeſs houſes and warehouſes for the purpoſes of their commerce, and enjoy complete protection and ſecurity, according to the laws of the country wherein they are.

* Before this treaty took place, American veſſels uſed to make very large ſums by the freight of cotton from the Britiſh ports in India to Canton.

15) No higher duties ſhall be charged in the ports of either country than are paid by the like veſſels or merchandize of all other nations. 'Nor ſhall any prohibition be impoſed on the exportation or importation of any articles to or from the territories of the two parties reſpectively, which ſhall not equally extend to all other nations.'

'But the Britiſh government reſerves to itſelf the right of impoſing on American veſſels entering into the Britiſh ports in Europe a tonnage duty equal to that which ſhall be payable by Britiſh veſſels in the ports of America; and alſo ſuch duty as may be adequate to countervail the difference of duty now payable on the importation of European and Aſiatic goods when imported into the United ſtates in Britiſh or in American veſſels.' And both parties agree to treat for a more exact equalization of the duties in ſuch a manner as may be moſt beneficial for the two countries; and in the meantime the United ſtates engage to make no increaſe in the now ſubſiſting difference between the duties payable on the importation of any article in Britiſh or American veſſels.

16) Each of the contracting parties may appoint conſuls for the protection of their trade to reſide in any part of the dominions of the other, except ſuch particular places as ſhall be thought improper for their reſidence. The conſuls, in caſe of illegal or improper conduct, may be puniſhed, if the law extend to the caſe, or may be diſmiſſed, the offended government aſſigning to the other the reaſons for the ſame.

17) When a veſſel is taken, or detained, on ſuſpicion of having enemy's property onboard, or of carrying to an enemy any contraband articles, ſhe muſt be carried to the neareſt or moſt convenient port; and only the property found to belong to the enemy ſhall be made prize of, the veſſel being afterwards at liberty to proceed with the reſt of her cargo. And all poſſible diſpatch ſhall be given in deciding the caſes of veſſels and cargoes ſo carried in for adjudication, and in the payment or recovery of any indemnification adjudged, or agreed to be paid, to the maſters or owners of ſuch veſſels.

18) All arms and implements of war, gun-powder, match, ſaltpetre, horſe furniture, timber for ſhip-building, tar, roſin, copper in ſheets, ſails, hemp, cordage, and all other articles which may be uſed for the equipment of veſſels, except unwrought iron and fir plank, are declared to be contraband, and liable to be confiſcated, when bound to an enemy's port.—Whenever proviſions, and other articles not generally contraband, come to be conſidered as ſuch in particular caſes, according to the exiſting laws of nations, and are therefor ſeized, they ſhall not be confiſcated; but the owners ſhall be completely, and ſpeedily, indemnified, the captors, or in their default, the government, paying the full value for ſuch articles, together with a reaſonable mercantile profit, and alſo freight and demurrage.—A veſſel bound for a port, which is block-

aded, may be turned away by the blockading fleet, but not detained or confiſcated, unleſs ſhe ſhall again attempt to enter the port. The veſſels or goods of either party, which ſhall have entered ſuch port before it was blockaded, ſhall not be liable to confiſcation on the reduction of the place.

19) All commanders of ſhips of war or privateers ſhall be liable to make good the damages or outrages they may commit againſt the ſubjects or citizens of the other party: and to that intent the commanders of privateers ſhall give ſecurity before they receive their commiſſions, for £1,500 ſterling, if their veſſels carry fewer than 150 men, or for £3,000, if they carry a greater number, to ſatisfy all ſuch damages; and they ſhall alſo loſe their commiſſions, when found guilty of ſuch aggreſſions.

20) Neither party will receive into their ports any pirates, but will ſeize their veſſels, and reſtore the goods taken by them to the proper owners, as far as they can be diſcovered.

21) It is agreed, that neither party will permit their ſubjects or citizens to accept commiſſions from the enemies of the other, nor permit ſuch enemy to enliſt any of their ſubjects or citizens into the military ſervice. Any ſubject or citizen found acting contrary to this article may be puniſhed as a pirate.

22) It is expreſsly ſtipulated, that neither party will authorize any acts of repriſal againſt the other on complaints of injuries or damages, unleſs juſtice ſhall have been refuſed, or unreaſonably delayed, after making the proper demand for ſatisfaction, accompanied by an authenticated ſtatement of the damages.

23) The ſhips of war of either party ſhall be hoſpitably received in the ports of the other, their officers paying due reſpect to the government of the country, and being treated with the reſpect due to the commiſſions they bear. His Britannic Majeſty agrees, that in caſe an American veſſel ſhall be driven by ſtreſs of weather, the purſuit of enemies, or other misfortunes, into any of his ports, into which ſhe cannot in ordinary caſes claim admittance, ſhe ſhall be hoſpitably received, and be permitted to refit, and to purchaſe whatever ſhe needs. But ſhe ſhall not land her cargo, nor break bulk, unleſs it be *bona fide* neceſſary to her being refitted. Nor ſhall any part of the cargo be ſold, unleſs the government of the place may ſee it neceſſary to permit a ſale of ſome part of it to defray her expenſes, in which caſe duties ſhall be paid only for what is permitted to be ſold.

24) Neither party will permit privateers, commiſſioned by the enemies of the other, to arm in their ports; nor to ſell or exchange what they have taken; nor to purchaſe any more proviſions than what are abſolutely neceſſary for going to the neareſt port of the prince or ſtate they are commiſſioned by.

25) The ſhips of war and privateers of either party may carry their prizes whitherſoever they pleaſe, without paying any fee to the officers of the admiralty or judges. Neither ſhall the prizes be detained, nor even viſited by ſearchers or other officers, except for the purpoſe of preventing the cargo from being illegally landed: nor ſhall the validity of the prizes be inquired into. But the captors ſhall be at liberty to depart with their prizes to the places mentioned in their commiſſions.—No ſhelter ſhall be given in the ports of either party to thoſe who have taken any veſſel belonging to the other: but, if they are driven in by ſtreſs of weather, they ſhall be obliged to depart as ſoon as poſſible. Though all treaties, now exiſting with other ſovereigns and ſtates reſpecting this point, muſt be duely obſerved, both parties engage to enter into no new treaty, which ſhall be inconſiſtent with this or the preceding article.—Neither party will allow a veſſel belonging to the other to be taken within any of their bays, or within cannon ſhot of their coaſts. And in caſe of their territorial rights being violated by any ſuch capture, they ſhall uſe their utmoſt endeavours to obtain full ſatisfaction.

26) In caſe of a rupture (which God forbid) between his Majeſty and the United ſtates, the merchants and others of each party, reſiding in the dominions of the other, ſhall have the privilege of remaining and continuing their trade, ſo long as they behave peaceably, and commit no offence againſt the laws. If their conduct ſhall induce the government of the place to order them to remove, they ſhall be allowed twelve months after the order to remove their families and effects, provided they ſhall not have acted contrary to the eſtabliſhed laws. A rupture ſhall not be deemed to have commenced, while negotiations are depending for the accommodation of differences, nor till the ambaſſadors ſhall be recalled, or ſent away, on account of ſuch differences. Either party has a right to requeſt the recall of, or immediately to diſmiſs, the ambaſſador of the other, in caſe of perſonal miſconduct, without any prejudice to the mutual friendſhip.

27) Each party agrees to deliver up to juſtice all fugitives, charged with murder or forgery committed within the juriſdiction of the other, on ſuch evidence of criminality being produced, as would juſtify commitment for trial in the place where the fugitive has ſought an aſylum.

28) It is agreed, that the firſt ten articles of this treaty ſhall be permanent: and the eleventh, thirteenth, and ſubſequent articles (the duration of the twelfth being already provided for) ſhall be in force during twelve years after the exchange of the ratification. But, if his Britannic Majeſty and the United ſtates ſhall not be able to complete a new arrangement for ſettling the ſubject of the twelfth article of this treaty by amicable diſcuſſion within two years after the termination of the preſent war, then all the articles of this treaty, except the firſt ten, ſhall ceaſe and expire together.

Laſtly, in order to facilitate intercourſe and obviate difficulties, it is agreed, that the parties will readily treat from time to time concerning ſuch other articles, as may be found conducive to mutual convenience, and the promotion of mutual ſatisfaction and friendſhip: and ſuch articles, when duely ratified, ſhall be conſidered as parts of this treaty.

Mr. Jefferſon's letter of 5th September 1793 to Mr. Hammond, the Britiſh ambaſſador at Philadelphia, which is referred to in the ſeventh article, being an important ſtate paper, is annexed to the treaty. It refers to his former letter of 7th Auguſt, which had announced, that meaſures were taken for excluding from the ports of the United ſtates all veſſels armed in them to cruiſe on nations, with whom they are at peace, and for reſtoring three veſſels particularly named, or, in failure of reſtitution, making compenſation for them at the public expenſe; though no exiſting treaty with Great Britain bound the United ſtates to defend Britiſh veſſels on their coaſts, as they were bound by treaties with three of the belligerent powers to defend theirs. He ſtated the opinion of the preſident, that compenſation ſhould alſo be made for any other veſſels brought in after the 5th of June and before the 7th of Auguſt, under the like circumſtances with the veſſels mentioned; in ſhort that either reſtitution or compenſation ſhould be made in all caſes between thoſe dates and in thoſe after the later of them, *reſtitution if practicable*, the ſtates not being bound to make *compenſation* in analogous caſes to the powers in treaty; though he was ſtill inclined to think, that the United ſtates ſhould make compenſation in any caſes occurring after that date with circumſtances, which ſhould place them on ſimilar ground with thoſe before it. He concluded with propoſing, that the collector of the cuſtoms of the diſtrict, in conjunction with the Britiſh conſul, or any other perſon authorized by the Britiſh ambaſſador, ſhould value all loſſes proceeding from detention, waſte, or ſpoliation, between 5th June and 7th Auguſt 1793.

This treaty was very far from being ſatisfactory to the people of the United ſtates *, who complained, that their trade with the Britiſh Weſt-India colonies would be ſo hampered with the reſtrictions of it, that it could never be of any advantage to them. They alſo obſerved, that the chief points in diſpute between the two countries were ſtill as far from being decided as ever.—On the other hand, it was remarked on this ſide of the water, that the article, reſtricting the trade of the United ſtates with the Britiſh Weſt-Indies to veſſels not exceeding ſeventy tuns, was equivalent to an act for creating a nurſery of ſeamen for America †.

* It was not till the 30th of April 1796 that the houſe of repreſentatives of the United ſtates conſented to ratify the treaty, though the ratification was exchanged 28th October 1795.

† It muſt be acknowleged, that ſmall veſſels require a much greater proportion of men to the quantity of goods carried by them than large ones. Ten veſſels of 40 tuns, muſt have each a commander and mate, and at leaſt four men before the maſt; in all 60 ſeamen. One ſhip of 400 tuns, which

The following brief ſketch of the ſyſtem of commercial policy adopted by the United ſtates of America, and of the ſtate of their commerce and manufactures at this time, is extracted from a ſeries of papers, written by Mr. Coxe of Philadelphia between the years 1787 and 1794 *.

The United ſtates admit every foreigner to the right of carrying on any buſineſs or manufacture, and buying lands or houſes, free of any corporation monopolies, or payment of taxes of any kind, from the day of his arrival: and a reſidence of two years confers upon him the right of electing, or being elected into the legiſlative body, and every office of profit or truſt †. Non-reſident foreigners are alſo permitted to purchaſe lands, to ſell them, and exerciſe all the rights of property in them, though they ſhould never ſet a foot in America.

They admit foreign veſſels into all their ports, and in every branch of trade, not even excepting the carriage of goods from one ſtate to another, ſubject to a duty of 44 hundredth parts of a dollar (about two ſhillings ſterling) per tun more than is paid by their own veſſels, and a ſurcharge of ten per cent on the duties payable upon their cargoes.—They do not impoſe any extra light-duties on foreign veſſels; nor do they make any inquiry, where they were built, or whether they are navigated by ſubjects of the country they ſailed from, or by others.

They admit the commodities of all countries, without ever queſtioning whether the veſſel importing them belong to the country producing them, or whether they may have been previouſly imported into that, from which they are carried to the ſtates.

They permit the exportation of every article of their produce and manufacture, free from any duty whatever. And they admit the importation of all foreign produce, manufactures, fiſh and other produce of fiſheries, in their own or any foreign veſſels whatever, on duties, which are in general much lower than thoſe impoſed by any other nation on goods imported. The higheſt duties are thoſe on wines and other liquors, and 15 per cent ad valorem on ſuch articles as may generally be deemed luxuries, no article except foreign-made wheel carriages paying ſo high as 20 per cent. They lay no extra tax on ſales made by any foreigner on his own account in their ports. And they do not prohibit the conſumption of any foreign article whatever.

which will carry much more than the whole of them, can be navigated by a commander, three mates, and 20 or 22 ſeamen. Thus there is a difference of from 35 to 40 ſeamen in carrying the ſame quantity of goods in the one large, or in the ten, or more, ſmall veſſels. And the difference is much greater to the national, or political, intereſt, than to that of the owners of the veſſels, as the ſmaller are ſooner diſpatched, and make more frequent voyages, than the larger.

* Mr. Coxe was commiſſioner of the revenue in Philadelphia, and conſequently his information may be received as perfectly authentic. His papers were collected in one volume, and publiſhed in the later end of the year 1794, before Mr. Jay's negotiation in London had brought about the above treaty, or at leaſt before the concluſion of it could be heard of in America.

† In the year 1793 the congreſs, warned by the inſurrection at Pittſburgh, of the evils to be dreaded from too great a proportion of heterogeneous matter in the body of their community, enacted that foreigners arriving *after* the act was paſſed, muſt have reſided five years in their territories before they can be naturalized and admitted to the right of voting at elections.

The citizens of the United ſtates may be concerned in any branch of foreign trade, whether carried on from their own, or any other, country; except the ſlave-trade, which is aboliſhed in all the ſtates, with one ſmall exception * †.

Manufactures are repreſented as advancing rapidly in America. Arkwright's ſpinning mills, and the ſpinning jennies, were tranſplanted to the United ſtates very ſoon after their firſt appearance in this country: and they alſo have mills and machinery for ſpinning flax, hemp, and wool. Beſides mills for grinding corn, the original, and for a long time almoſt the only, manufacture of Britiſh America, there are great numbers of fulling mills, ſaw mills, oil mills, gun-powder mills, paper mills, ſnuff mills, &c. They have machinery for rolling iron, copper, and braſs, into ſheets; for making pig iron, bar iron, and ſteel; for ſlitting iron; making nail-rods, &c. and ſteam engines have been introduced with improvements by Meſſieurs Rumſey and Fitch, citizens of the United ſtates.—Their breweries were now ſo flouriſhing, eſpecially in Philadelphia, that the importation of foreign malt liquor was reduced to a mere trifle, and much more was exported than was imported.—The diſtilleries, whereof the greateſt number are in Maſſachuſets bay, were ſo much increaſed, that the quantity of home-made ſpirits was double that of the imported: and the quality, which formerly was juſtly reckoned very indifferent, was greatly improved. The American rum was formerly made entirely from melaſſes imported from the Weſt-Indies, and chiefly from the French iſlands, whereof no leſs than 7,194,606 gallons were imported in the year ending in September 1791; but that importation was unuſually great. Since the chief ſource of that ſupply has failed in conſequence of the calamities of the French colony of S^{t}. Domingo, the American diſtillery has been in a great meaſure ſupplied from grain, and alſo from fruit, a very good ſpirit being diſtilled from cider, and a moſt excellent one from the juice of peaches, which grow luxuriantly in almoſt every part of the middle ſtates. The annual quantity made from grains and fruits, chiefly in the middle and ſouthern ſtates, was now eſtimated at four millions of gallons ‡. In the diſtillery from melaſſes Maſſachuſets bay greatly exceeds

* The above is chiefly taken from a comparative contraſt of the reſtrictions laid by Great Britain on the commerce of the United ſtates, with the ſyſtem adopted by them in their commercial intercourſe with foreign countries, and eſpecially with Great Britain. We muſt keep in mind, that it was drawn up by Mr. Coxe in order to combat the opinion that indulgences had been granted by Great Britain to the commerce of the United ſtates, before he knew any thing of the treaty of 19th November 1794; and that many points of the contraſt may in fairneſs and propriety be aſcribed to the different circumſtances of an old eſtabliſhed country, and a young riſing one.

† 'Nearly twenty veſſels from the harbours of 'the United ſtates are employed (1795) in the 'importation of negroes to Georgia and to the 'Weſt-India iſles.' [*Travels by the duke de Rochefoucault Liancourt, V.* ii, *p.* 292 *of Engliſh tranſlation.*] The duke marks the merchants of Rhode iſland as the conductors of this 'accurſed traffick', which they are determined to perſevere in till the year 1808, the period fixed by the conſtitution for the final abolition of it: but they ſhip only one negro for every tun of the burthen of their veſſels, which are moreover ſmall ones.

‡ Apple brandy and peach brandy were made before the revolution; but they could not then be conſidered as articles for ſale.

all the other ſtates taken together.—Manufactures of cordage, from cables down to pack-thread and twine, were well eſtabliſhed: as alſo thoſe of ſail-cloth, coarſe linen, and other goods made of hemp and flax, both which are cultivated in every one of the ſtates.—Manufactures of almoſt all the variety of articles made from the ſkins of animals, tanned, tawed, and made into parchment, and of glue made from the refuſe of the ſkins, have been long, and generally, eſtabliſhed.—The variety of articles wanted for the purpoſes of agriculture, nails * and ſpikes, anchors, iron work for ſhip-building and for conſtructing wheel carriages, many kinds of tools and houſehold utenſils, conſtitute an important and increaſing branch of manufactures.—Works in moſt of the other metals were alſo in an advancing ſtate. The manufactures of wool and cotton, though upon the whole pretty conſiderable, were not yet carried on anywhere upon an extenſive ſcale.—Hats, which had been made on a confined ſcale long before the revolution, were now manufactured in great numbers, and of all qualities.—The manufacture of paper of all kinds was conſiderable, and increaſing; as was alſo the buſineſs of printing books, and that of ſtaining paper for hangings.—The refinement of ſugar, which had been long eſtabliſhed in Philadelphia and ſome other towns of Britiſh America, needs only to be mentioned, as being ſtill one of the conſiderable manufactures of the United ſtates.—The conſtruction of all ſorts of wheel carriages has alſo been long eſtabliſhed, and is now greatly improved by the acquiſition of artificers from Europe, who make the plated work, braſs work, and other parts, which were formerly imported.—The very important manufacture of veſſels is much improved, and eſpecially in Philadelphia, though the builders of that port have very long had a character for the beauty and velocity of their veſſels. The objection that American veſſels were ſoon worn out, being conſtructed of bad wood, which was formerly very juſt, is now obviated by the uſe of mulberry, live-oak, and red cedar, of which materials nine tenths of their veſſels in Philadelphia are now built. Such veſſels, when their timbers are ſalted, as they now very generally are, will laſt thirty years; and they can be delivered, ready to take in the cargo, for eight guineas per tun. The oak veſſels of New England may be had for £5 : 8 : 0 ſterling per tun; but they are much inferior in many reſpects, and eſpecially in duration. Almoſt all the articles requiſite for the furniture, tackle, apparel, and arming of veſſels, are made in the United ſtates.

The returns of the veſſels built in the United ſtates appear to be very incomplete.

In the year ending in March 1790 they measured from 17,000 to 18,000 tuns;
——————— 1791 they were about - 32,000
In the year 1793 the vessels built in Philadelphia measured 8,145,
and they were mostly built of live-oak and red cedar.

* Machinery for cutting nails out of rolled iron has been invented in America by Meſſieurs Folſom and Brigg.

The fiſheries are ſtill almoſt entirely in the hands of the people of New England, and more particularly thoſe of Maſſachuſets bay, in which ſtate they conſtitute a principal part of the employment of all thoſe, who are not engaged in the cultivation of the earth. A great proportion of their ſalt fiſh, train oil, ſpermaceti, and the oil and candles made of it, and whalebone, are conſumed in the other ſtates. But their fiſhery is not ſo extenſive now, as it was before the revolution. Their ſalt is imported from Great Britain, France, Spain, Portugal, the Cape-de-Verde iſlands, and the Weſt-Indies, to the amount of above two millions of buſhels annually. They have ſalt ſprings in ſeveral parts of the interior country.

The above are the principal manufactures carried on in the United ſtates, as regular occupations, by people, who devote their whole attention to them, as the buſineſs of their lives. But there is another claſs, which Mr. Coxe calls *domeſtic manufactures*, conducted by the farmers' families, during the intervals of rural occupation, in almoſt every part of the country. Linens for ſhirting, ſheeting, the table, &c. ſail-cloth, negro clothing, fine and coarſe cloths, blankets *, cotton cloths, thread and ſilk laces, ſtockings, ſhoes, and a variety of other articles, are made in theſe family factories, and all (if we except the ſilk, and perhaps the thread, for the laces) of native materials, to an extent, of which few people on this ſide of the water have any conception, the amount of them in the year 1790 having been eſtimated at above *twenty millions of dollars:* and they have ſince continued to increaſe. Beſides theſe articles of clothing, and butter, cheeſe, cider, bacon, hams, &c. which are the uſual manufacture of every farm; ſtaves, hoops, ſhingles, pot-aſhes, pearl-aſhes, tar, pitch, turpentine, and roſin, which are all articles produced from the redundant woods on new plantations, may be added to the liſt of rural manufactures; and nails alſo are made to a very conſiderable amount by many of the farmers, and eſpecially by thoſe of New England. Of late years malt liquor and malt ſpirits have been made on the farms to an amount exceeding all that was made by the profeſſed brewers and diſtillers. And in ſeveral parts of the country the manufacture of maple ſugar has lately afforded a new branch of employment, and a new ſource of wealth, to the induſtrious families of the farmers †. 'In ſhort, domeſtic manufactures are great, various, and 'almoſt *univerſal*, in this country.' And the induſtry of the farmer has free ſcope, the cultivator of the ſoil being generally the independent proprietor of it.

The operations of many of thoſe manufactures, whether carried on as ſeparate trades, or as ſave-all additions to agricultural employments,

* In New Jerſey, the population of which is to that of the whole of the United ſtates as one to twenty-one, there are forty-one fulling mills, which muſt be entirely ſupported by the domeſtic manufactures, as there is no regular factory of woolen goods in that ſtate.

† Some account of this branch of rural induſtry has already been given, p. 209.

muſt be greatly facilitated and extended by the diſcovery of coal in many parts of the country, which lay unknown, or neglected, while wood continued to be ſuperabundant.

To this brief view of the operations of individuals it may be added, that large ſums have been inveſted by the government and incorporated companies, in opening new and extenſive roads into the interior parts of the country, in the conſtruction of canals, and the improvement of the navigation of rivers in South Carolina, North Carolina, Virginia, Maryland, Pennſylvania, New Jerſey, and New York. A national bank at Philadelphia, with ſubordinate offices at Boſton, New York, Baltimore, and Charleſton, and alſo two other banks in Philadelphia *, and ſome others in various parts of the country, have been eſtabliſhed upon principles, which the experience of years has now (1800) approved as ſound and judicious. The ſmall national debt of the United ſtates has been put in a train of redemption; and a conſiderable proportion of it is actually redeemed †. Every dollar, and, with very few exceptions, every perſon in the country, are continually in action. And, what muſt be a very great encouragement to every kind of induſtry, they have cheap and comfortable living, their taxes are next to nothing, and they are entirely free from tithes and predominant religious eſtabliſhments ‡.

The following account ſhows the quantity of ſhipping, which entered, and paid tunnage duties, in the ports of the United ſtates in the years ending on the 30th of September

Vessels belonging to	1790 Tuns.	1791 Tuns.	1792 Tuns.
The United states	492,100	504,061	549,279
The United states jointly with foreigners	963		407
Great Britain and Ireland	230,100	206,209	209,646
France	13,801	7,523	24,443
Spain	8,772	4,753	3,148
United Netherlands	7,228	3,891	3,123
Portugal	2,849	5,153	2,843
Germany and Imperial dominions	2,749	3,285	5,677
Denmark	2,415	1,442	752
Sweden and Russia	310	758	943
Prussia	394		
Total tuns (of *ninety-five* feet carpenter's measurement)	761,681	737,075	800,261

* The bank of the United ſtates was eſtabliſhed in the year 1791. The ſtock of it is commonly ſold in London and Amſterdam as well as in America, and the dividends are paid by agents in thoſe cities for the convenience of foreign proprietors.

The bank of North America was eſtabliſhed in the year 1781, and that of Pennſylvania in 1792.

Theſe three banks are in Philadelphia.

† Mr. Coxe ſtates the real marketable value of the remaining debt on the 1st day of January 1794 to be about eleven millions ſterling; and the revenue of the United ſtates in the year 1792 at £832,500 ſterling. Thoſe of 1793 and 1794 were greater in conſequence of the increaſing commerce, agriculture, and proſperity, of the country.

‡ In Connecticut, according to the obſervations of the duke de Rochefoucault Liancourt [*Travels, V.* ii, *p.* 331 *of Engliſh tranſlation*] preſbyterianiſm ſtill reigned in the year 1795 'in all its rigour, 'deſpotiſm, and intolerance,' notwithſtanding the perfect religious liberty eſtabliſhed by the law. But manners, and opinions in matters of religion, are much more powerful than laws.

In the year 1791 the tunnage duties upon vessels belonging to the United states amounted to	30,824 dollars.
and those upon foreign shipping to	114,523
Total	145,347

Of the shipping of the year 1791 there entered in the ports of	Vessels belonging to the United states,			Vessels belonging to					
	In foreign trade,	Coasters,	Fishers,	Great Britain,	France,	Spain,	United Netherl.	Portu-gal,	Germany, &c.
	Tuns.	Tuns.	Tuns.	Tuns.	Tuns.	Tuns.	Tuns.	Tuns.	Tuns.
New Hampshire	10,893	1,560	629	1,386	264			162	
Massachusets	96,564	46,064	29,560	22,496	405		131	249	851
Rhode-island	19,196	9,103	811	281	88	47	101		
Connecticut	19,729	8,099	913	3,967		60	100		
New York	40,334	5,725	567	25,154	1,503	243	1,080	1,564	
New Jersey	1,213	4,568							
Pennsylvania	50,328	3,923		27,328	967	2,063	252	2,533	444
Delaware	4,610	1,187		1,913			163		
Maryland	33,375	7,836	538	18,216	714	503	1,372	589	960
Virginia	32,041	10,637	73	44,812	2,414	65	180		194
North Carolina	23,963	6,796		13,663	437		73		137
South Carolina	22,498	4,675	25	20,828	339	1,670	195	56	2,680
Georgia	7,063	733		16,165	392	102	244		218

As the coaſters do not enter at the cuſtom-houſes every trip, but only renew their licences annually, 110,906 tuns, the amount of their regiſtered meaſurement, may be conſidered as the total tunnage of the coaſting veſſels exiſting in the year 1791.

An account of the value, in dollars, of the exports from the United ſtates in the years ending 30th September

Exported to the dominions of	1790	1791	1792	1793
Great Britain	9,363,416	7,953,418		8,431,239
France	4,698,736	4,298,762		7,050,498
Spain	2,005,907	1,301,287		2,237,950
the United Netherlands	1,963,880	1,634,826		3,169,536
Portugal	1,283,462	1,039,697		997,590
Germany with Austrian Flanders	502,085	426,269		1,805,884
Denmark	224,416	277,273		870,508
Sweden	47,240	21,800		301,427
Ruſſia		3,570		5,769
to the Mediterranean	41,298	31,727		220,688
the West-Indies in general		59,434		399,559
Morocco		3,661		2,094
the coaſt of Africa and islands	139,984	168,478		251,343
the East-Indies	135,181	318,628		253,131
North-weſt coaſt of America	10,392	3,380		1,586
Uncertain		29,275		3,986
Returns not received in time		827,651		
Totals	20,415,997	18,399,202	21,005,568	26,002,788

An account of the value of the exports from each ſtate in the years ending 30th September

	1792	1793
New Hampshire	181,407	198,197
Massachusets bay	2,889,922	3,676,412
Rhode-island	698,084	616,416
Connecticut	749,925	770,239
New York	2,528,085	2,934,370
New Jersey	23,524	54,176
Pennsylvania	3,820,646	6,958,736
Delaware	133,972	71,242
Maryland	2,550,258	3,687,119
Virginia	3,549,499	2,984,317
North Carolina	503,294	363,307
South Carolina	2,917,979	3,195,874
Georgia	458,973	501,383
Totals *	21,005,568	26,011,788

The following were the principal articles exported in theſe two years.

		1792	1793
Flour (now the chief article of American trade)	barrels	824,464	1,074,639
Tobacco (long the chief article)	hogsheads	112,428	59,947
Pot-aſhes	tuns	4,473	4,359
Pearl-aſhes	——	3,349	1,807
Fiſh, dried	quintals	364,898	372,825
Fiſh, pickled	barrels	48,277	45,440
Whale oil	gallons	436,424	512,780
Spermaceti oil	———	63,383	140,056
Spermaceti candles	boxes	3,938	5,874
Wheat	bushels	853,790	1,450,575
Indian corn	———	1,964,973	1,233,761
Indigo	pounds	858,996	690,989 casks 462
Tar, pitch, roſin, turpentine	barrels	146,909	114,471
Rice	tierces	141,762	134,611
Beef	barrels	74,338	75,106
Pork	———	38,098	38,563
Butter	firkins	11,761	9,190
American ſpirits	gallons	948,115	665,522
Boards, plank, and ſcantling	feet	58,323,411	65,846,024
Staves and heading	number	29,197,309	29,734,854
Shingles	———	71,637,863	80,813,357
Houſes framed	———	191	311
Horned cattle, horſes, and mules	———	11,308	9,446
Sheep, and hogs	———	33,444	21,998

* The total of the exports of the year 1793 in this account differs from that in the preceding one, owing, I preſume, to a typographical error in ſome of the numbers, which cannot be corrected on this ſide of the water.

'It was thought that this brief notice of the ſtate of the manufactures and commerce of a great people, who were formerly connected with us as fellow-ſubjects, and are ſtill connected with us by the ties of kindred, friendſhip, and commerce, would not be unacceptable. It appears from it, that the affairs of the United ſtates, unencumbered with any diſtant or detached territories, little expoſed to the danger of being engaged in any ſerious quarrel with the great powers of Europe, and conſequently exempted from the burthen of heavy naval and military eſtabliſhments, are in a very flouriſhing condition, and in a progreſſive ſtate of advancing proſperity.

The French had lately introduced three new ſpecies of the ſugar-cane in Martinique and their other Weſt-India colonies; one from the Iſland of Bourbon, ſaid to have been brought thither from the coaſt of Malabar; another from Otaheité; and a third from Batavia. The Bourbon and Otaheité canes are nearly of the ſame nature: they are much larger than the old Weſt-India cane, ſome of the joints of them meaſuring nine inches in length, and ſix in circumference *. Some of them have weighed ſeven pounds when trimmed fit for grinding, being above two pounds heavier than the largeſt picked canes of the old kind. They ripen ſooner, being fit for cutting in ten months: and their juice alſo granulates (or becomes ſugar) ſooner, and throws up leſs ſcum in the boiling, than that of the old canes. They alſo reſiſt the injuries of exceſſive dry weather, and the ravages of a deſtructive inſect, called the borer, ſo much better than the others, that Mr. Pinnel, a conſiderable planter in the French iſland of Guadaloupe, obtained no leſs than three hogſheads of ſugar from half an acre of the Bourbon cane, which he had planted as an experiment in the year 1792, when his other canes were ſo much damaged by extraordinary drought and the borer, as to be unfit for making ſugar.

The firſt trial of the new canes in any Britiſh colony was made in the year 1793 by a gentleman of Montſerrat, to whom Mr. Pinnel gave ſome of his plants. But the fate of war having now ſubjected moſt of the French iſlands to the dominion of Great Britain, they were this year tranſplanted to Antigua by Admiral Laforey, a proprietor of ſome plantations in that iſland, who eſtimated the produce of them at 3,500 pounds of ſugar from an acre †, in a ſeaſon, wherein the dry weather and the borer were particularly fatal to the other canes.

After ſuch proofs of their ſuperiority, the new canes, generally un-

* Captain Bligh in his account of his voyage to the South ſea [*p.* 85] ſays, 'Some very fine 'ſugar-cane was brought to me; each of the 'pieces was ſix inches round.' Sir Joſeph Banks has ſome dried ſpecimens of thoſe canes, brought home by Captain Bligh in one of his voyages for the bread-fruit tree.

† They afterwards really turned out much more productive. In April 1798 two acres and a half of the Bourbon canes in St. Thomas in the Vale, one of the moſt exhauſted pariſhes in Jamaica, yielded near eight hogſheads, of above ſixteen hundredweight each, of clear and ſtrong-grained ſugar; which gives above 5,700 pounds for the produce of each acre.

der the name of the BOURBON CANES, were ſoon ſpread over all the Britiſh Weſt-Indies, where they very quickly ſuperſeded the old canes, and with ſuch advantage to the proprietors of ſugar plantations, whom they have inſpired with the moſt ſplendid hopes, that the introduction of them will undoubtedly conſtitute an important æra in the hiſtory of the Weſt-Indies *.

The Spaniſh government did not refuſe to admit the Britiſh veſſels, employed in the whale fiſhery in the Pacific ocean, into their ports for the purpoſes of repairing, or taking in wood, water, and refreſhments. But the indulgence was clogged with ſo many reſtrictions and difficulties, as to be ſcarcely beneficial: and it was expected that the uſual jealouſy of the Spaniards would ſoon cut it off entirely. The merchants in London, concerned in that trade, therefor preſented a memorial to the committee of the privy council for trade, ſetting forth the hardſhips ſeamen are liable to in long voyages from the want of land air, freſh food, &c. and requeſting, that a proper officer might be appointed to diſcover the beſt harbours near the fiſhing grounds in the Pacific ocean, where their veſſels might be refitted, and their ſeamen refreſhed, without begging the favour, or exciting the jealouſy, of the Spaniards. Captain Colnett, an officer bred up under the immortal Cook, who had already made ſome commercial voyages in the Pacific ocean, was appointed for this voyage: and Meſſieurs Enderby and Sons, the merchants moſt largely concerned in the Southern fiſhery, fitted out a ſhip, in conjunction with Captain Colnett, for the voyage, which was begun in January 1793, and finiſhed in November 1794 †. The iſlands recommended by Captain Colnett as the moſt proper places for veſſels employed in fiſhing for whales, eſpecially the ſpermaceti kind, to ſtop at for refitting, or procuring wood, water, or refreſhments, are the following, viz. Staten iſland near the ſouthern extremity of America: Mocho iſland: Lobos iſland: the cluſter called (from the abundance of turtles) the Galapagos, which he ſuppoſes to be the general rendezvous of the ſpermaceti whale for bringing forth their young; and he particularly recommends that called James iſland, as having water in the greateſt plenty: the Iſland of Cocos, full of coco-nut trees: Socoro: and Quibo, which, however, is rather too near the Spaniſh ſhore.

* By the kindneſs of a worthy friend I am enabled to inſert the following extract of a letter from a gentleman of the greateſt reſpectability in the iſland of Tobago, dated 20th September 1797.

'My properties here, ſince we were reſtored to 'the Britiſh government, have become very va- 'luable. I have for three years averaged five 'hundred hogſheads of ſugar and a large propor- 'tion of rum. And the Bourbon canes are ſo 'wonderful, that I expect from ſix to ſeven hund- 'red hogſheads next year, if I can make them. 'This cane paſſes wonder, and renders the appear- 'ance of the old canes unpleaſant. I could not, 'as a planter, have credited, on report, what I 'have witneſſed of it.'

† Captain Colnett publiſhed an account of his voyage, written by himſelf.

The following is the official account of the commerce of Peterſburg during this year.

Vessels belonging to	arrived.	sailed.
Russia	72	
Great Britain	535	533
Denmark	69	79
Westphalia	1	
Sweden	52	47
Holland	63	24
Lubeck	25	70
Prussia	9	67
Italy		11
Hamburgh	4	13
Rostock	58	13
Portugal	5	9
Spain	9	31
Dantzik	11	
Bremen	4	7
Courland	1	
Oldenburg	1	
America	48	44
Ostend		2
	962	950

By merchants of	Value of exports, Rubles.	Value of imports, Rubles.	Custom duties, Rubles.	Bullion imported, Rubles.
Russia	9,625,357 73	14,081,763 59		
Great Britain	15,034,507 42	5,440,628 76		
Denmark	230,191 1	525,847 15		
Germany	124,567 82	358,424 28		
Sweden	869 0	1,129 40		
Holland	951 0	580,861 90		
Lubeck	3,953 10	10,809 0		
France	14,000 12	37,462 0		
Italy	5,168 0	6,822 0		
Hamburgh		8,382 0		
Switzerland	10 0	2,104 0		
Portugal	264,941 92	255,540 0		
Spain	169,658 72	203,590 50		
Mecklenburg	41 75	21,533 0		
sundry nations	14,176 28	60,683 29		
captains of vessels	77,373 47	145,595 85		
Totals	25,563,767 34	21,741,176 72	2,972,100 85	243,210 0

The Britiſh merchants in Ruſſia complained of the great hardſhip of being obliged to pay the whole duties in rixdollars, which, by the valuation fixed upon them at the cuſtom-houſe, and the expenſe of procuring them, made the duty exacted from them amount in reality to 70 per cent more than it ought to be by the treaty *.

* The following extract from a paper, written in April 1794 by a gentleman who was then in Peterſburg, ſets the impolicy of this conduct of the Ruſſian government in the cleareſt light.

'The Ruſſian government have always been deceived in their ideas of trade by looking to perſons, and not to things.

'All their cuſtom-houſe ſtatements promote this deception by giving in their reports the amount of goods imported and exported by Britiſh, or other, *ſubjects*, and not *from* Britain, France, or elſewhere, as it ought to be: for Britiſh merchants in Ruſſia may trade, and actually do trade, to all the world.

'This deception is maintained by the jealouſy of the native merchants, who envy foreigners, becauſe they ſee them live better in general than they can. And thence in all their repreſentations to the miniſtry they requeſt that the privileges or diſtinctions of trade may be perſonal and not national; a diſtinction long forgotten by wiſe and enlightened governments, but ever uppermoſt in the minds of the ignorant.

'Even in this, however, they muſt in the end be defeated: for the mildneſs of the preſent government and the increaſing ſecurity of perſonal property in Ruſſia, as well as the riſing conſequence of the commercial character in this empire, have very much diminiſhed the repugnance that moſt foreigners had to inſcribing themſelves among the Ruſſian burghers, not to uſe the offenſive term of citizens. Very numerous examples of people of all nations evince the truth of this remark.

'Had our convention, which is now likely to be ſtrangled in its infancy, not taken place, I believe moſt of the merchants, to avoid paying half the duty in dollars, would e're now have entered their goods in the name of ſome Ruſſian partner, or become burghers. Many actually did ſo; and you may judge of the effect of attempting to make them pay the *whole* in dollars from what happened with the *half*.

'This eaſy mode of naturalization renders all treaties of commerce uſeleſs. They were needful in barbarous times, when the ſecurity of perſonal property was very precarious. But now I never would recommend the relinquiſhment of any national object for the ſake of a treaty: and the plainer this is ſaid, the better.

'The

The following is an Account of the veſſels belonging to the Britiſh dominions, with their regiſtered tunnage and uſual number of men, on the 30th of September 1794.

	Veſſels.	Tuns.	Men.
England	10,957	1,221,579	87,256
Scotland	2,069	151,465	12,603
Ireland	1,166	65,162	6,274
Colonies	2,216	133,479	11,204
Guernſey, Jerſey, &c.	187	13,193	1,309
Mann	211	4,880	983
Total	16,806	1,589,758	119,629

There were built and registered in the several ports of the British dominions, in the course of this year,

714 veſſels meaſuring 66,021 tuns.

The net revenue of the customs, paid into the exchequer in the course of this year, was

from the custom-house in London	£3,491,835	0	0
from the custom-house in Edinburgh	29,400	0	0
the West-India duty of four and a half per cent	43,882	7	7
Total net revenue of the customs of Great Britain	£3,565,117	7	7

There were coined at the mint, in the course of this year,

54,765 pounds of gold, value	£2,558,894	12	6

and no silver.

'The Ruſſians think, we muſt have their pro-
'ducts, and cannot exiſt without them. That we
'want their goods, is true; but they want much
'more to ſell them, as their preſent poverty clearly
'proves. We can afford to buy elſewhere, and
'can get their products raiſed at home or in other
'countries by paying half, or as much more, as
'we now pay them. Enmity or ſpite may make
'people ſubmit even to this. But Ruſſia has no
'alternative: for if Britain will not buy her pro-
'ducts, no other nation in the univerſe can.

'Were all the foreign merchants in Ruſſia inſcrib-
'ed as burghers, the gain would be but ideal to the
'government. They might flatter themſelves by
'ſeeing a great trade carried on by nominal Ruſ-
'ſians; and we might lament the loſs of our fac-
'tory. But to the conſumer abroad it would be
'the ſame thing: provided he gets his goods, it
'little concerns him who ſent them.

'Till the native Ruſſian merchants become
'richer and honeſter, the trade muſt be carried on
'by foreign capitals. Now money is advanced to
'them ſix to twelve months before-hand to bring
'in their goods: and thoſe very goods are ſold in
'England, &c. on ten to twelve months credit.

'The Ruſſians buy all the goods imported on
'ſix to twelve months credit.

'When the fullneſs of time ſhall enable them to
'trade without theſe credits, then the foreigners
'will go away of their own accord. In the mean-
'time I would adviſe them and all governments
'whatever to leave trade entirely to itſelf. It will
'never fail to find out its own true intereſt in a
'ſhort time.'

The commercial facts and commercial wiſdom, contained in theſe lines, render any apology for the inſertion of them at full length unneceſſary.

The official value of the imports and exports of Great Britain during the year 1794 was as follows.

Countries, &c.	Imported into ENGLAND.	Imported into SCOTLAND.	Exported from ENGLAND. British merchandize.	Exported from ENGLAND. Foreign merchandize.	Exported from ENGLAND. Total.	Exported from SCOTLAND. British merchandize.	Exported from SCOTLAND. Foreign merchandize.	Exported from SCOTLAND. Total.
Denmark & Norway	£175,121 1 10	£34,764 10 7	£186,985 4 6	£292,326 16 4	£479,312 0 10	£8,217 5 0	£1,655 12 4	£9,872 17 4
Russia -	1,394,140 10 2	395,307 17 0	215,156 0 8	255,324 5 1	470,480 5 9	25,364 9 1	62 13 4	25,427 2 5
Sweden -	248,031 5 2	39,752 16 2	39,674 13 4	58,264 6 7	97,938 19 11	3,962 16 3	3,372 3 8	7,334 19 11
Poland -	171,075 1 6	31,147 1 3	11,591 0 2	64,083 14 3	75,674 14 5	21 15 0		21 15 0
Prussia -	371,633 14 2	38,454 14 6	84,139 17 8	142,246 3 6	226,386 1 2	524 7 6		524 7 6
Germany -	757,361 1 1	38,777 0 5	1,617,591 15 8	4,270,144 6 1	5,887,736 1 9	16,938 6 10	38,550 17 3	55,489 4 1
Holland -	840,747 8 11	172,604 1 2	464,515 12 10	1,089,441 1 3	1,553,956 14 1	34,664 1 5	52,295 7 7	86,959 9 0
Flanders -	76,820 13 9		186,128 9 5	484,273 4 0	670,401 13 5	1,449 8 0	32 2 2	1,481 10 2
France -	167 1 4		2,680 5 3	31,862 15 3	34,543 0 6			
Portugal -	665,105 14 9	44,755 0 5	477,243 17 8	74,080 8 11	551,324 6 7	4,819 7 1	4 8 0	4,823 15 1
Madeira -	4,527 12 1		29,348 5 6	4,130 15 5	33,479 0 11	1,067 16 3		1,067 16 3
Spain -	733,159 6 4	15,387 4 2	453,057 6 7	164,926 4 11	617,983 11 6	16,620 9 2	50 0 0	16,670 9 2
Canaries -	11,404 2 4		17,603 13 4	262 13 10	17,866 7 2			
Straits -	4,194 17 0		6,660 8 3		6,660 8 3			
Gibraltar -	7,103 14 7	142 2 7	75,331 9 3	37,125 5 4	112,456 14 7	1,173 1 0		1,173 1 0
Italy -	656,011 6 9	6,764 2 11	406,784 12 5	182,245 13 0	589,030 5 5	8,207 13 11		8,207 13 11
Venice -	44,474 5 11		5,169 17 11	8,152 13 7	13,322 11 6			
Turkey -	324,906 9 9		55,690 9 9	62,009 13 11	117,700 3 8			
Ireland -	2,503,759 19 2	246,140 8 9	1,156,702 11 9	1,140,194 11 10	2,296,897 3 7	124,614 3 8	58,964 15 11	183,578 19 7
Mann -	18,597 4 11	836 9 7	29,957 17 1	18,414 10 0	48,372 7 1	955 16 11		955 16 11
Guernsey, &c.	86,889 8 7	143 8 5	100,549 9 0	38,049 15 8	138,599 4 8	1,164 15 0		1,164 15 0
Greenland -	56,074 17 2	16,706 8 8		127 16 0	127 16 0			
Amer. ca. United states	590,847 12 7	34,886 1 1	3,479,631 10 5	267,199 4 11	3,746,830 15 4	109,258 1 11	3,782 14 7	113,040 16 6
Amer. ca. British colonies	233,812 16 6	7,213 17 8	668,511 7 3	199,813 16 3	868,325 3 6	66,984 16 10	35,961 10 10	102,946 7 8
West Indies. British -	5,028,346 14 3	266,395 12 6	2,779,076 19 1	504,395 9 2	3,283,472 8 3	432,511 14 11	27,446 16 11	459,958 11 10
West Indies. Foreign	230,179 16 9	41,723 13 10	42,683 9 4	7,058 3 7	49,741 12 11	3,605 0 3	506 19 9	4,112 0 0
Asia -	4,458,447 15 11		2,832,234 1 4	92,454 17 2	2,924,688 18 6			
New Holland -	27 5 6			140 10 10	140 10 10			
Africa -	43,068 8 10	14 8 5	423,869 17 2	308,599 3 11	732,469 1 1			
Sierra Leona -	5,797 6 7		14,707 7 7	2,646 9 9	17,353 17 4			
Prize goods * -	1,103,164 5 5							
Totals -	20,844,998 19 7	1,431,917 0 1	15,863,277 10 2	9,799,994 10 4	25,663,272 0 6	862,125 6 0	222,686 2 4	1,084,811 8 4

* After the year 1793 the prize goods exported are included in the exports to the respective countries.

Summary.

		British merchandize.	Foreign merchandize.	Total.
Imports of England	£20,844,998 19 7			
Imports of Scotland	1,431,917 0 1			
Exports of England		£15,863,277 10 2	£ 9,799,994 10 4	£25,663,272 0 6
Exports of Scotland		862,125 6 0	222,686 2 4	1,084,811 8 4

The following is an Account of the number of veſſels with their tunnage and men, including their repeated voyages, which entered inward, and cleared outward, in the ports of Great Britain, during the year 1794.

ENGLAND.													Countries, &c. from and to.	SCOTLAND.											
Inward.						Outward.								Inward.						Outward.					
British.			Foreign.			British.			Foreign.					British.			Foreign.			British.			Foreign.		
Veſſels.	*Tuns.*	*Men.*	*Veſſels.*	*Tuns.*	*Men.*	*Veſſels.*	*Tuns.*	*Men.*	*Veſſels.*	*Tuns.*	*Men.*			*Veſſels.*	*Tuns.*	*Men.*	*Ves.*	*Tuns.*	*Men.*	*Veſſels.*	*Tuns.*	*Men.*	*Ves.*	*Tuns.*	*Men.*
148	16,904	928	682	113,777	6,535	254	46,478	2,355	276	45,401	2,759		Denmark & Norway	68	4,644	296	119	10,814	830	72	7,196	435	27	2,781	193
517	131,614	5,836	2	210	14	294	73,278	3,394	6	1,432	72		Ruſſia	193	20,849	1,247	3	4,200	845	97	10,592	655			
16	3,633	166	..	..	..	11	2,017	104	..	..	..		Courland												
73	16,566	747	..	..	..	34	7,171	350	..	..	..		Livonia												
144	22,376	1,160	135	18,035	1,082	97	15,473	810	63	9,803	562		Sweden	84	6,443	415	1	70	6	106	9,835	615	2	447	19
17	3,206	159	11	2,934	146	14	2,934	142	2	620	27		Poland	22	2,236	126	..	..	..	3	373	19	1	135	6
417	92,701	4,246	321	35,710	1,619	194	42,872	2,022	75	11,998	612		Pruſſia	104	15,356	789	5	580	34	31	3,700	212	1	135	6
53	11,932	533	29	8,235	349	8	1,224	70	14	3,125	180		Dantzik	2	358	19	..	..	..	2	147	12			
173	28,838	1,535	55	7,403	391	282	45,629	2,441	61	8,629	455		Germany	35	3,726	225	..	..	..	68	6,342	410	2	310	22
23	3,094	172	23	3,918	181	29	4,512	245	51	7,401	379		Bremen	..	..	..	1	122	6						
50	8,444	428	53	12,457	504	93	18,233	927	89	17,918	825		Hamburgh												
1,000	126,444	7,315	608	41,070	2,289	797	106,827	5,892	258	18,802	1,317		Holland	121	11,191	687	..	..	..	61	6,180	414			
369	43,619	3,473	12	2,042	126	294	29,092	2,205	35	4,703	276		Flanders	..	..	..	..	..	..	1	100	7			
2	169	7	31	4,750	249	1	83	5	12	2,420	122		France												
314	38,687	2,276	23	2,930	176	208	26,847	1,718	27	4,625	278		Portugal												
13	949	60	3	220	19	8	556	41	..	..	..		Azores	32	3,172	212	..	..	..	16	1,474	108	1	150	9
8	2,276	151	1	130	10	16	3,263	202	..	..	..		Madeira												
237	28,853	1,733	36	3,787	270	181	21,609	1,319	48	7,596	934		Spain	16	1,985	112	..	..	..	13	1,332	85			
2	322	16	..	..	..	8	1,367	78	..	..	..		Canaries	..	..	..	..	..	..	1	226	13			
11	1,982	108	..	..	..	35	5,047	304	1	166	7		Straits and Gibraltar	..	..	..	..	..	..	2	177	12			
28	3,321	208	..	..	..	110	13,807	808	3	457	26		Italy	6	998	56	..	..	..	8	1,032	57			
3	330	17	..	..	..	1	135	7	..	..	..		Genoa												
27	4,665	297	..	..	..	22	3,942	234	..	..	..		Leghorn												
10	1,500	78	..	..	..	4	629	36	..	..	..		Naples												
6	830	53	..	..	..	..	..	..	..	..	..		Sicily												
1	95	5	..	..	..	..	..	..	..	..	..		Sardinia												
13	1,485	90	1	150	12	7	994	56	..	..	..		Venice												
35	7,716	381	1	200	13	9	2,396	161	..	..	..		Turkey												
4,436	420,943	24,693	46	7,021	386	5,198	441,103	24,435	..	..	..		Ireland	1,070	62,237	5,197	1	154	10	1,024	61,567	4,990			
226	8,460	602	1	80	8	302	11,858	906	..	..	..		Mann	22	659	66	..	..	..	20	482	49			
336	22,103	1,757	3	583	25	451	25,434	1,938	1	90	5		Guernsey, &c.	3	190	15	..	..	..	3	238	14	1	31	2
49	13,405	1,841	..	..	..	47	12,906	1,784	..	..	..		Greenland	12	3,193	386	..	..	..	13	3,480	466			
45	9,366	745	..	..	..	37	7,948	680	..	..	..		Southern fiſhery												
10	1,929	121	231	50,588	2,389	44	9,672	640	299	64,093	3,306	America.	United ſtates	1	223	13	9	2,035	100	7	1,154	81	13	2,899	130
138	17,128	1,218	..	..	..	260	33,303	2,578	1	176	10	America.	Brit. colonies	7	941	62	..	..	..	31	5,421	410			
1	210	15	..	..	..	3	823	47	..	..	..	America.	Florida												
17	4,091	208	..	..	..	3	880	38	..	..	..	America.	Honduras	3	491	28	..	..	..	2	347	21			
694	162,043	10,428	..	..	..	672	165,902	11,640	..	..	..	Weſt-Indies.	British	57	10,365	655	..	..	..	76	13,457	1,002			
12	2,519	246	..	..	..	..	..	..	2	630	32	Weſt-Indies.	Foreign												
41	34,375	3,989	..	..	..	40	30,452	3,496	..	..	..		Aſia												
1	358	22	..	..	..	1	442	40	..	..	..		New Holland												
18	3,481	326	..	..	..	151	29,034	3,826	1	224	31		Africa												
6	565	32	..	..	..	3	215	15	..	..	..		Barbary												
..	..	..	..	..	..	1	147	16	..	..	..		Cape Verde												
..	..	..	..	..	..	1	234	15	..	..	..		St. Helena												
9,740	1,303,527	78,481	2,309	316,230	16,793	10,227	1,247,398	78,052	1,323	209,679	12,183			1,859	140,259	10,606	139	17,975	1,831	1,657	134,852	10,087	49	8,888	937

1795, January 16th—Towards the later end of the year 1794 an application was made from Holland, in conſequence of the rapid progreſs of the French army, for permiſſion to bring over Dutch property of all kinds to this country, without being obliged to pay the duties immediately on landing. The requeſt was not then complied with. But now the king, by an order in council, authorized the admiſſion of all merchandize and other effects, which any of the inhabitants of the United provinces ſhould import directly from the United provinces into any of the ports of Great Britain, in any veſſel whatever, and permitted them to lodge their goods in warehouſes approved by the commiſſioners of the cuſtoms under the lock of the proper officers, till proviſion ſhould be made by law for the re-exportation, or other diſpoſal, of them. By another order (January 21st), the ſame indulgence was extended to all property of Britiſh ſubjects, or the ſubjects of any friendly power, on-board veſſels ſailing from any part of the world to Dutch ports.

In the very time when theſe friendly meaſures of accommodation for the Dutch were under the deliberation of the Britiſh cabinet, the ſtadtholder left Holland, and took refuge in this country. And the people of the United provinces immediately manifeſted a diſpoſition to connect themſelves with France rather than Great Britain.

January 20th—The French army, commanded by General Pichegru, entered the city of Amſterdam amidſt the acclamations of the inhabitants; and the other cities of the United provinces immediately followed the example of the metropolis of Holland. Thus were the United provinces, containing prodigious depoſits of merchandize and ſtores of every kind, transferred from the alliance of Great Britain to that of France. And their alliance was ſoon after cemented by a treaty, whereby the port of Fluſhing was declared to be equally open to the veſſels of both republics; and the navigation of the Scheldt (the old bone of contention with the emperor) and that of the Hondt, were likeways laid equally open to them both (May 15th).

As ſoon as the defection of the Dutch was known here, orders were iſſued for ſeizing all Dutch veſſels in every Britiſh port, in conſequence of which two ſhips of war of 64 guns each, one frigate, and two ſloops of war, ſix homeward-bound and three outward-bound Eaſt-India ſhips, and about ſixty other veſſels, were ſecured in the one port of Plymouth. And ſoon after (February 9th) the Britiſh ſhips of war and privateers were authorized to take all Dutch veſſels, and alſo all neutral veſſels loaded with military ſtores bound to Dutch ports *.

February 13th—It was found neceſſary, though the average prices of ſome kinds of corn in Scotland were not ſuch as, according to the laws in force, could authorize the king to ſtop the exportation, and permit

* Letters of marque and repriſal againſt the Dutch were not formally iſſued till the 15th of September 1795.

the importation, of them, that he ſhould be authorized to prohibit generally the exportation of Britiſh and foreign corn and other articles, mentioned in the acts 31 Geo. III, c. 30, and 33 Geo. III, c. 65, from England or Scotland, whatever the general average price might be; and alſo to permit generally the importation of them into any part of England or Scotland, either in Britiſh veſſels or in veſſels belonging to any friendly ſtate, whatever the average price might be; and, moreover, to permit foreign corn remaining onboard veſſels, or warehouſed for payment of the duty, to be delivered out free from duty for home conſumption till ſix weeks after the commencement of the next ſeſſion of parliament; the proprietors of foreign corn, meal, or flour, warehouſed agreeable to the act 31 Geo. III, c. 30, having ſtill the liberty to export it, if they ſhould think proper.—The king was ſtill authorized to permit the exportation of the ſeveral quantities of corn, flour, and bread, for the uſe of the foreign dependencies of Great Britain, particularized in the above two acts; and alſo to permit the coaſting carriage of corn. —Full liberty was alſo given to all perſons whatever to import from any place beans called kidney beans or French beans, tares, lentils, callivancies, and all other ſorts of pulſe; and alſo bulls, cows, oxen, calves, ſheep, lambs, and ſwine; beef, pork, mutton, veal, and lamb, whether ſalted or otherways preſerved; bacon, hams, tongues, butter, cheeſe, potatoes, rice, ſago, ſago powder, tapioca, vermicelli, millet ſeed, poultry, eggs, game, and ſour-crout, either in Britiſh veſſels, or in veſſels belonging to any friendly ſtate, without payment of any duty, till ſix weeks after the commencement of the next ſeſſion of parliament. Nevertheleſs the king was empowered to prohibit, or to permit, from time to time, the importation of the above articles, as might be thought expedient. [35 *Geo. III, c.* 4]

In the East-India budget of this year the gross revenues of Bengal, Madras, and Bombay, for the season 1793-4 were ſtated at	£8,294,399
Charges, including £66,358 for ſupplies to Bencoolen	6,181,504
Net revenues	2,112,895
from which deducting intereſt on debts	458,043
the ſurplus revenues were	1,654,852
Import, ſales, and certificates	475,994
made up the ſum of	2,130,846
which was applicable to inveſtments, payments of commercial debts, charges, &c. (exclusive of £20,000 gained by iſſuing notes).	
At home the ſales of the company's goods amounted to	5,521,858
and of thoſe in private trade to	1,053,462
Total of the East-India company's ſales	6,575,320
being greater than in any former year, owing partly to the check given to the ſales of 1793 by the commercial diſtreſſes of the country.	
The debts paid off by the company in 1793 amounted to	1,008,637
and thoſe in 1794 to	933,095
Total (being £941,732 more than is required by the act of parliament)	1,941,732
The company's effects at home and afloat on the 1st of March 1795 were valued at	10,413,354
and their affairs were ſtated to be improved ſince the 1st of March 1794 to the amount of	1,412,249

As the duty on tea continued unaltered after the commutation act was paſſed till this ſeſſion, the preſent appears to be the proper place

for introducing a retroſpect of the trade in tea, whence it will be ſeen, how far the commerce of the Britiſh Eaſt-India company and that of the other countries of Europe with China were affected by that act, and alſo, the progreſſive increaſe of the ſum raiſed by the reduced duty.

An account of the quantities of tea delivered out of the Eaſt-India company's warehouſes for home conſumption *,

in the year ending 5th July	1762	4,236,408 pounds.
	1763	4,529,432
	1764	4,719,473
	1765	4,636,940
	1766	4,606,513

An account of the quantities of tea, entered for home conſumption and exportation, in the under-mentioned years.

	for home conſumption, pounds.	for exportation, pounds.		for home conſumption, pounds.	for exportation, pounds.
1767	3,762,820	621,583	1776	5,061,548	814,393
1768	6,862,075	1,857,166	1777	4,699,600	1,278,475
1769	6,965,899	1,462,838	1778	4,642,086	1,368,249
1770	7,149,245	850,883	1779	5,285,054	1,276,064
1771	5,912,245	1,232,217	1780	5,152,399	1,970,963
1772	7,838,341	1,149,181	1781	4,915,472	1,444,920
1773	4,302,593	2,005,575	1782	4,691,060	2,116,810
1774	6,178,664	1,144,150	1783	5,282,209	2,770,267
1775	5,538,587	749,845	1784	4,962,126	1,539,784

An account of the quantities of tea delivered out of the Eaſt-India company's warehouſes, together with the amount of the ſale prices of the whole,

In the years ending 5th July.	For home conſumption, pounds.	In the years ending 1st September.	Total quantities ſold, pounds.	Amount of the ſales.
1785	10,856,578	1785	16,307,433	£2,505,368
1786	13,733,626	1786	15,093,952	2,195,696
1787	14,655,926	1787	16,962,426	2,585,803
1788	14,588,615	1788	15,959,339	2,401,839
1789	14,458,257	1789	16,003,784	2,544,885
1790	15,035,722	1790	15,856,160	2,401,010
1791	15,314,907	1791	16,989,748	2,619,379
1792	15,712,693	1792	17,294,205	2,642,875
1793	16,485,176	1793	18,586,043	2,714,694
1794	16,642,158	1794	17,603,284	2,714,017

An account of the quantity of tea imported from China to Europe in Britiſh and foreign European ſhips,

	British,		Foreign,		Total
	Ships.	pounds.	Ships.	pounds.	pounds.
in the season ending March 1772	20	12,712,283	8	9,407,564	22,119,847
1773	13	8,733,176	11	13,652,738	22,385,914
1774	8	3,762,594	12	13,838,267	17,600,861
1775	4	2,095,424	15	15,652,934	17,748,358
1776	5	3,334,416	12	12,841,596	16,176,012
1777	8	5,549,087	13	16,112,000	21,661,087
1778	9	6,199,283	15	13,302,665	19,501,948
1779	7	4,311,358	11	11,302,266	15,613,624
1780	5	4,061,830	10	12,673,781	16,735,611

* Theſe quantities are taken from the account made up in the exciſe office by order of the houſe of commons, containing the amount of the inland duty of one ſhilling per pound, which was taken off certain kinds of tea in the year 1767.

An account of the quantities of tea imported from China by the ſhips of each nation ſituated to the weſtward of the Cape of Good Hope, in the years ending in March

	1776		1777		1778		1779		1780	
	Sh.	pounds.	Sh.	pounds.	Sh.	pounds.	Sh.	pounds.	Sh.	pounds.
Swediſh *	2	2,562,500	2	3,049,100	2	2,851,200	2	3,258,000	2	2,626,400
Daniſh	2	2,833,700	2	2,487,300	2	2,098,300	1	1,388,400	3	3,983,600
Dutch	5	4,923,700	4	4,856,500	4	4,695,700	4	4,553,100	4	4,687,800
French	3	2,521,600	5	5,719,100	7	3,657,500	4	2,102,800		
Imperial									1	1,375,900
Total foreign..	12	12,841,500	13	16,112,000	15	13,302,700	11	11,302,300	10	12,673,700
Britiſh †.....	5	3,402,415	8	5,673,434	9	6,392,788	7	4,372,021	none	
Total	17	16,243,915	21	21,785,434	24	19,695,488	18	15,674,321	10	12,673,700

	1781		1782		1783		1784		1785	
Swediſh.....	3	4,108,900	2	3,267,300	3	4,265,600	3	4,878,900		
Daniſh	2	2,341,400	3	4,118,500	4	5,477,200	3	3,204,000	4	3,158,000
Dutch	4	4,957,600							4	5,334,000
French							8	4,231,200	4	4,960,000
Imperial, &c...	1	317,700					5	3,428,400		
Tuſcan					1	933,300				
Portuguese ...					8	3,954,100			4	3,199,000
Pruſſian							2	3,329,800		
	10	11,725,600	5	7,385,800	16	14,630,200	21	19,072,300	16	16,651,000
Britiſh	17	11,592,819	9	6,857,731	6	4,138,295	13	9,916,760	14	10,583,628
Total European	27	23,318,419	14	14,243,531	22	18,768,495	34	28,989,060	30	27,234,628
American									2	880,100
Total.....									32	28,114,728

	1786		1787‡		1788		1789		1790	
Swediſh.....	4	6,212,400	1	1,747,700	2	2,890,900	2	2,589,000		
Daniſh	3	4,578,100	2	2,092,000	2	2,664,000	2	2,496,800	1	1,773,000
Dutch	4	4,458,800	5	5,943,200	5	5,794,900	4	4,179,600	5	5,106,900
French	1	466,600	1	382,260	3	1,728,900	1	292,100	1	294,300
Pruſſian.....					1	499,300				
Spaniſh							2	318,400		
	12	15,715,900	9	10,165,160	13	13,578,000	11	9,875,900	7	7,174,200
Britiſh	18	13,480,691	27	20,610,919	29	22,096,703	27	20,141,745	21	17,991,032
Total European	30	29,196,591	36	30,776,079	42	35,674,703	38	30,017,645	28	25,165,232
American	1	695,000	5	1,181,860	2	750,900	4	1,188,800	14	3,093,200
Total	31	29,891,591	41	31,957,939	44	36,425,603	42	31,206,445	42	28,258,432

	1791		1792		1793		1794		1795	
Swediſh.....			1	1,591,330	1	1,559,730	1	756,130		
Daniſh	1	520,700			1	852,670			1	24,670
Dutch	3	1,328,500	2	2,051,330	3	2,938,530	2	2,417,200	4	4,096,800
French	2	442,100	4	784,000	2	1,540,670				
Tuſcan					1	393,870				
Pruſſian	3	743,100	1	5,070						
Spaniſh			1		3	400			1	
Genoeſe	1	260			2	578,930	2	289,470	1	17,460
	10	3,034,660	9	4,431,730	13	7,864,800	5	3,462,800	7	4,138,930
Britiſh	25	22,369,620	11	13,185,467	16	16,005,414	18	20,728,705	21	23,733,810
Total European	35	25,404,280	20	17,517,197	29	23,870,214	23	24,191,505	28	27,872,740
American			3	1,863,200	6	1,538,400	7	1,974,130	7	1,438,270
Total.....			23	19,480,397	35	25,408,614	30	26,165,635	35	29,311,010

* The Swediſh India ſhips pay a tax of 12,500 rix-dollars each to government; and for that reaſon they are all very large.

† In this account the tea imported in the Britiſh private trade is included.

‡ The effect of the commutation tax upon the Swediſh and Daniſh imports of tea becomes conſpicuous in this and the ſubſequent years.

Amount of the duties paid upon tea, in the under-mentioned years.

Before the commutation tax. Years ending 1st March		After the commencement of the commutation tax*. Years ending 1st September	
1777	£639,063	1785	£324,730
1778	671,550	1786	285,460
1779	667,535	1787	336,090
1780	778,953	1788	312,370
1781	815,177	1789	330,950
1782	794,990	1790	312,140
1783	836,201	1791	340,520
1784	788,768	1792	344,050
Sale in March 1784	96,251	1793	353,223
		1794	352,800

March 5th—In order to raiſe a number of men for the navy without preſſing, the ſeveral counties, or ſhires, in England and Wales were required to furniſh quotas of men in proportion to the number of inhabited houſes paying duty, viz.

Bedford	67
Berks	108
Buckingham	117
Cambridge	126
Chester, City of Chester†	246
Cornwall	194
Cumberland	184
Derby	194
Devon, City of Exeter	393
Dorset, Town of Pool	142
Durham	173
Eſſex	244
Gloucester, City of Gloucester, City of Briſtol	201
Hereford	102
Hartford	114
Huntingdon	45
Kent, City of Canterbury, Cinque ports in Kent	440
Lancaſter	589
Leiceſter	183
Lincoln: Lindſey, City of Lincoln	191
Lincoln: Keſteven	93
Lincoln: Holland	58
London	198
Middleſex, Tower, and hamlets	451
Monmouth	58
Norfolk, City of Norwich	260
Northampton	137
Northumberland, Town of Newcaſtle, Town of Berwick	176
Nottingham, Town of Nottingham	161
Oxford	127
Rutland	23
Salop	176
Somerſet	351
Southampton, Town of Southampton	236
Stafford, City of Lichfield	245
Suffolk	263
Surrey	323
Suſſex, Cinque ports in Suſſex	172
Warwick, City of Coventry	193
Weſtmoreland	69
Worceſter, City of Worceſter	120
Wilts	160
York: East riding, Town of Hull	175
York: West riding	609
York: North riding, City of York	297
Angleſey	34
Brecknock	41
Cardigan	36
Carmarthen, Town of Carmarthen	67
Carnarvon	36
Denbigh	73
Flint	38
Glamorgan	76
Merioneth	43
Montgomery	69
Pembroke, Town of Haverfordweſt	46
Radnor	26

[35 *Geo. III, c.* 5.]

* In comparing the duty paid in each year of this period, the new window tax, eſtimated at £600,000 a-year, ought to be added to the amount of the duty paid upon the tea.

† The cities and towns particularly named are counties within themſelves. The Cinque ports alſo have many privileges peculiar to themſelves.

April 28th—The ſeveral counties, or ſhires, and cities and towns, in Scotland were alſo required to furniſh quotas of men for the navy in proportion to the valued rent, viz.

Aberdeen	141		Haddington	35	
City of Aberdeen	22	165	Haddington	4	43
Kintore	1		Dunbar	3	
Inverury	1		North Berwick	1	
Ayr	60		Inverneſs	74	
Burgh of Ayr	5	85	Inverneſs	11	85
Irvin	2		Kinroſs		6
Kilmarnock	18		Kincardin	32	
Argyle	90		Inverbervy	1	33
Inverary	2	94	Kirkcudbright	27	
Campbelltown	2		Kirkcudbright	3	30
Bute	8		Lanark	55	
Rothſay	2	10	City of Glaſgow	57	
Berwick	33		Hamilton	2	116
Lauder	2	35	Lanark	1	
Bamff	47		Rutherglen	1	
Bamff	7	55	Linlithgow	18	
Cullen	1		Linlithgow	4	23
Catneſs	23		Queenſferry	1	
Wick	2	31	Nairn	6	
Thurſo	6		Nairn	2	8
Cromarty		8	Orkney 34		
Clackmannan		9	Orkney Kirkwall 3	37	55
Dunfries	41		Shetland	18	
Annan	2		Peebles	10	
Dunfries	11	56	Peebles	3	13
Lochmaben	1		Perth	152	
Sanquhar	1		Perth	18	171
Dunbarton	16		Culroſs	1	
Dunbarton	4	20	Renfrew	20	
Edinburgh	60		Renfrew	1	
City of Edinburgh, Leith, and ſuburbs	60		Paſley and three adjacent villages	20	46
Dalkeith	5	130	Port-Glaſgow	1	
Muſſelburgh	5		Greenock	4	
Elgin	38		Roſs	56	
Elgin	4	44	Tàine	2	
Forres	2		Dingwall	2	61
Fife	88		Fortroſe	1	
Cupar	4		Roxburgh	43	
Dunfermline	7		Kelſo	5	50
Inverkiething	1		Jedburgh	2	
Bruntisland	2		Selkirk	4	
Kinghorn	1		Selkirk	2	6
Kirkcaldy	4		Stirling	18	
Dyſart	2	118	Stirling	5	23
Anſtruther Eaſter	1		Sutherland	29	
Anſtruther Weſter	1		Dornoch	1	30
Crail	1		Wigton	49	
Kilrenny	1		Wigton	2	
Pittenweem	1		Whitehern	1	57
City of St. Andrews	4		New Galloway	1	
Forfar	64		Stranrawer	4	
Brechin	3				
Dundee	22				
Forfar	3	98			
Montroſe	3				
Arbroath	3				

March 5th—An embargo being laid on all Britiſh ſhipping in all the ports of Great Britain, another requiſition was made from the owners of all veſſels, excepting thoſe belonging to the king and the royal family, and craft uſed only in rivers and canals, to furniſh able-bodied men for the navy, one able ſeaman being accepted as equivalent to two able-bodied men, in the following proportions from each port.

ENGLAND		and WALES		SCOTLAND.	
Aberystwith	69	Looe	16	Aberdeen	219
Aldburgh	19	Liverpool	1,711	Ayr	33
Arundel	33	Lyme	23	Alloa	95
Barnſtaple	74	Lynne	193	Anſtruther	53
Beaumaris	196	Maldon	94	Borowstownness	155
Berwick	43	Milford	70	Campbelltown	125
Biddeford	48	Minehead	18	Dunfries	17
Blakeney	26	Newcaſtle	1,240	Dunbar	38
Boſton	60	Newhaven	17	Dundee	139
Bridgewater	26	Padſtow	19	Fort William	11
Bridlington	50	Penrhyn	11	Glaſgow with Greenock and Port-Glaſgow	683
Briſtol	666	Penzance	35	Inverneſs	40
Cardigan	139	Plymouth	96	Irvin	131
Cardiff	14	Pool	279	Iſle Martin	6
Carliſle	10	Portſmouth	75	Kirkcaldy	136
Chepſtow	38	Poulton and Preſton	17	Kirkcudbright	19
Cheſter	25	Rochester	134	Kirkwall	31
Chichester	56	Rye	90	Leith	206
Colcheſter	84	Saint Ives	31	Lerwick	6
Cowes	59	Sandwich	74	Montroſe	107
Dartmouth	394	Scarburgh	275	Oban	20
Deal	10	Scilly	3	Perth	32
Dover	241	Shoreham	28	Portpatrick	9
Exeter	186	Southampton	133	Preſtonpans	3
Falmouth	21	Stockton	73	Rothſay	168
Faverſham	147	Sunderland	669	Stornoway	52
Fowey	70	Southwold	21	Stranrawer	25
Gloucester	28	Swanſea	85	Thurſo	12
Gweek	7	Truro	11	Tobirmory	5
Harwich	144	Wells	50	Wigton	25
Hull	731	Weymouth	139		
Ilfracombe	49	Whitehaven	700		
Ipſwich	58	Whitby	573		
Lancaſter	163	Wisbeach	19		
Lanelly	32	Woodbridge	18		
London	5,704	Yarmouth	506		

[c. 9] *.

In order to connect the whole of the acts of this ſeſſion for levying men to ſerve in the navy, I here introduce the act, whereby

April 28th—The juſtices of the peace and magiſtrates of cities and towns were authorized and required to ſend onboard the navy all able-bodied idle and diſorderly perſons, exerciſing no lawful employment, and not having 'ſome ſubſtance ſufficient for their ſupport and maintenance' †,

* Theſe three acts give a pretty good comparative view of the population of each ſhire, and of the ſhipping trade of each port, in the kingdom: and the extracts here given from them render it unneceſſary to take any notice of three ſimilar acts in the end of the year 1796.

† The preſent ruinous, and rapidly-progreſſive, depretiation of money muſt ſoon reduce many gentlemen of ſmall fortunes, who *lately* had 'ſome 'ſubſtance ſufficient for their ſupport and main-'tenance,' to this deſcription of men qualified for the ſervice of the navy—and their wives and children

all offenders coming under the deſcription of rogues and vagabonds, ſmugglers, and embezzlers of naval ſtores, between the ages of ſixteen * and ſixty, unleſs they be entitled to vote for the election of members of parliament. [*c.* 34]

March 16th—Additional exciſe duties of £30 per tun were impoſed on French wines, £20 per tun on all other foreign wines, and 11/7½ per barrel on wines make in Great Britain of fruit, ſugar, &c. [*c.* 10]

Additional exciſe duties at various rates were alſo impoſed upon ſpirits diſtilled in England. And the diſtillers were prohibited till ſix weeks after the commencement of the next ſeſſion of parliament from uſing wheat in diſtillation. [*c.* 11]

Additional exciſe duties of 8*d* per gallon were impoſed on Britiſh plantation rum, and 10*d* per gallon on brandy or other foreign ſpirits; both to be doubled, when the liquors are above proof. [*c.* 12]

Additional exciſe duties of *ſeven and a half per cent*, computed on the prices at the Eaſt-India company's ſales, were impoſed upon tea; alſo 6½*d* per pound on cacao nuts of the Britiſh colonies, and 1/8 on thoſe of foreign colonies; and 6½*d* per pound on coffee. [*c.* 13]

The operation of theſe four acts for new duties commenced on the 23d of February (three weeks before they were enacted) the duties being levied on the ſtock, which the dealers had on hand on that day, with an exemption in the caſe of wine, when the quantity was under 252 gallons.

The ſum of £18,000,000 was raiſed by a loan, the ſubſcribers to which received £100 in the three-per-cent conſolidated fund, £33 : 6 : 8 in the four-per-cent fund, and a terminable annuity of 9/6 † for 65¼ years, for every £100 paid in by them. [*cc.* 14, 128.] The capital of the debt thus created amounted to £18,000,000 in the three-per-cents, £6,000,000 in the four-per-cents, and an annual charge of £85,500, payable till January 1860.

Veſſels employed in importing Dutch merchandize and other property, in virtue of the orders in council of 16th and 21st January, were exempted from ſeizure, to which they might be liable by the ſtrict letter of the law for the ſuppreſſion of ſmuggling. [*c.* 15]

March 27th—A variety of new duties were impoſed on the importation of raiſins, lemons, oranges, ſallad oil, ſilk, mahogany, fir and beech timber, maſts, &c. New duties were alſo laid on the exportation of Britiſh rock-ſalt and coals. [*c.* 20]

ren to the deſcription of paupers, objects of the extorted charity of the pariſh—if funds can be found to enable the pariſh to ſupport thoſe who uſed to ſupport the pariſh.

* If all worthleſs idlers could really be taken away, it would be a vaſt relief to the induſtrious claſſes of the community. With reſpect to deſtitute boys *under* ſixteen, who are unwilling to work, or unable to find employment, would it not be a charity, rather than a hardſhip, to carry them onboard the navy, and ſave them from the gallows?

† The terminable annuity was only 8/6 by the act, c. 14, and was augmented by another act, c. 128 of the ſame ſeſſion, in conſideration of the hardſhip brought upon the ſubſcribers to this loan by the ſupervention of another, called the *Imperial loan* in the ſame year.

April 28th—The laws for the prevention of ſmuggling being ſtill found inſufficient; the penalty of forfeiture, denounced by the act, c. 50 of laſt ſeſſion againſt clinker-built cutters, luggers, &c. was now extended to every cutter, lugger, ſhalop, wherry, ſmack, or yawl, of whatever built, found within the forbidden limits.—The commiſſioners of the exciſe in Scotland were veſted with a power to reward their officers for making ſeizures of veſſels or boats, which had been omitted when the law conferring ſuch power on the other commiſſioners of the revenue in England and Scotland was enacted. [*c.* 31]

The navy and victualing bills made out before 30th September 1793, together with the intereſt due upon them till 10th March 1795, were funded, the holders of them receiving £108 in the five-per-cent fund for every £100. [*c.* 32] The amount of the capital thus created was £1,609,897 : 17 : 1.

The ſum of £758,541 : 13 : 4 was raiſed by a lottery, on which there was a profit to the public of £258,541 : 13 : 4. [*c.* 36]

The following acts of parliament were continued for limited times, viz.

The act for granting bounties on certain ſpecies of Britiſh and Iriſh linens exported, and taking off the duties on the importation of foreign linen yarn, continued till 24th June 1796.

The act for the free importation of tallow, hog's lard, and greaſe, continued till 25th March 1799.

The act prohibiting the importation of foreign-wrought ſilks and velvets, continued till 14th June 1802.

The act, prohibiting the exportation of tools and utenſils uſed in the iron and ſteel manufactures, was made perpetual. [*c.* 38]

The proprietors of the Grand-junction canal were empowered to annex to it a navigable cut, extending to Paddington in the neighbourhood of London. [*c.* 43]

May 5th—It being thought expedient to lay further reſtrictions upon the privilege of franking letters, it was enacted that no free letter to or from any member of either houſe of parliament ſhould exceed one ounce in weight; that no letter directed by a member ſhould be exempted from poſtage, unleſs he be within twenty miles of the poſt-office, which it is put into, on the day marked on it, or the preceding day; that no member ſhould ſend more than *ten*, or receive more than *fifteen*, letters, free from poſtage on any one day.—The ſeveral perſons, authorized to ſend and receive letters free from poſtage in virtue of their offices, had their privilege continued as before.—Printed votes and proceedings of parliament, and newſpapers, were ſtill allowed to be ſent in open covers, ſigned by, or directed to, members of parliament, at the places whereof they give notice at the poſt-office.—The non-commiſſioned officers, ſeamen, and private ſoldiers, actually on ſervice in the navy, army, militia, fencibles, artillery, and marines, may ſend ſingle

letters, if ſigned on the back by their commanding officers, to any place on paying one penny; and they may alſo receive their letters from any place on paying the ſame low poſtage.—Covers, open at the ſides, and containing patterns of cloths, ſilks, ſtuffs, &c, and containing no writing but the addreſs of the ſender and the prices of the goods, are allowed to go for ſingle poſtage. [*c.* 53]

'Whereas it is expedient that the fiſheries of this kingdom ſhould 'receive every reaſonable encouragement from time to time, they may 'be found to require, and which it is in the power of parliament to 'beſtow,' the curers of fiſh are empowered to import foreign ſalt on paying the cuſtom duty, or to receive Britiſh ſalt from the ſalt works or pits free from duty, and to carry either of them coaſtways, for the purpoſe of curing mackerel, or any cod, ling, hake, or ſalmon, taken in the mackerel fiſhery, in as ample a manner as the curers of herrings or pilchards for home conſumption are enabled to do by the acts in force. They are alſo entitled to a bounty of 2/8 on every barrel, of 32 gallons, of white mackerel, twice packed and completely cured, exported to any foreign country, except thoſe bordering on the Mediterranean ſea, and to a bounty of 1/ for every ſuch barrel landed from the boats or veſſels. Such mackerel, cod, ling, &c, may alſo be carried coaſtways to and from any part of Great Britain. [*c.* 54]

The act of 26 Geo. III, c. 81 for the encouragement of the Britiſh fiſheries, and the act 27 Geo. III, c. 10, for extending the proviſions of that act, were renewed, and continued in force till the 1st of June 1797. —The time for the buſſes clearing out, was extended to the 20th of November, inſtead of the 1st of October.—A bounty of one ſhilling, in addition to the former bounty of one ſhilling, per barrel, was allowed on all herrings landed from any boat or veſſel not entitled to the tunnage bounty, which are properly ſalted and cured.—Herrings, ſprinkled with ſalt at landing, may be carried in bulk coaſtways to the reſidence of the curers during the fiſhing ſeaſon, as may alſo the cod, ling, hake, and ſalmon, taken in the herring fiſhery, on complying with the regulations reſpecting ſalt, and the coquet accompanying the fiſh expreſſing that no bounty has been paid upon them.—The rigorous part of the act of the Scottiſh parliament in the reign of Queen Anne, which directed magiſtrates to ſeize barrels containing any ungutted herrings, and to fine the proprietors, was repealed.—Inſtruments of arreſtment in the hands of the commiſſioners of the cuſtoms in Scotland, or their receiver-general, for attaching bounties due to owners of fiſhing veſſels, muſt ſpecify for which veſſel the arreſtment is intended.——Such inhabitants of the United provinces as have been employed in catching herrings, cod, ling, haddock, turbot, &c, or in the whale fiſhery at Greenland or Davis's ſtraits, or in building veſſels, cutting whale-bone, making nets or barrels, or in preparing ſalt for the fiſheries, as chuſe to reſide and carry on their buſineſs in this kingdom, are permitted, on taking the

oath of allegiance to his Majeſty, to enter their fiſh, or the produce thereof, free from duty; and they are alſo entitled to the ſame bounties on the exportation of their fiſh, &c. which are allowed to Britiſh ſubjects. Such perſons may alſo be maſters or ſeamen onboard any Britiſh veſſel employed in the fiſheries. Veſſels owned by ſuch perſons, wholely, or in conjunction with Britiſh partners, may be regiſtered by order of the king and council, and be admitted to all the privileges and bounties allowed to Britiſh veſſels employed in the fiſheries, or in carrying the produce of them to any port in Europe. They may alſo bring their veſſels, nets, and other fiſhing tackle, their houſehold furniture, clothes, &c. into the kingdom, free from any payment of duty, and they may become proprietors of landed eſtates not exceeding 100 acres *. [*c.* 56]

The ſtamp duties on receipts were increaſed: and every diſcharge *in full*, for whatever ſum, was ſubjected to a ſtamp duty of 2*ſ*, being the price of a ſtamp for a receipt for £500 or more. [*c.* 55]

It being thought expedient to aſcertain the quantity of veſſels and numbers of men employed in the inland navigation, all ſuch veſſels, of the burthen of thirteen tuns or more, were required to be regiſtered by the clerk of the peace, town clerk, ſhirref-depute, or ſtewart clerk, the regiſter deſcribing the kind of veſſel, her burthen, and the number and employments of the men. All veſſels for inland navigation muſt alſo have their number of tuns, and owner's names, painted in letters of four inches high upon their ſterns. Veſſels belonging to the royal family, and pleaſure boats, are not ſubjected to the regulations of this act. [*c.* 58.]

A variety of additional duties were impoſed upon the different branches of the diſtillery in Scotland. And new reſtrictions were laid upon the tranſportation of ſpirits from the Highlands to the Lowlands of Scotland, and between England and Scotland. [*c.* 59.]

May 19th—The former duties upon policies of ſea inſurances were diſcontinued: and the following ſtamp duties were impoſed upon policies for ſea inſurances on veſſels or goods, viz. if the premium be above ½ per cent, 2*ſ*6 on every £100, or part of £100, and if not exceeding ½ per cent, 1*ſ*3.—The commiſſioners of ſtamps are directed to provide printed policies ready ſtamped, and to eſtabliſh an office, or offices, near the Royal Exchange, where they may be ſold.—Policies on outward-bound veſſels may be cancelled in ten days after their departure from port.—When inſurance happens to be made upon goods onboard a homeward-bound veſſel to a larger amount than the intereſt really turns out, ſo that the exceſs of the ſtamp duty be at leaſt 12*ſ*6, the commiſſioners, on proof that the underwriters have returned the premium, ſhall alſo return the ſtamp duty for the ſum inſured beyond the value of the merchandize, if claimed within a month after landing the goods.—No policies

* Though the encouragements of this act were held out to the Dutch fiſhermen who were priſoners of war in this country, very few of them could be prevailed on to encounter the hardſhips of the ſalt laws, and the want of communication which ſeparates the beſt fiſhing ſtations from the more cultivated parts of the country.

of inſurance upon veſſels for time are allowed to be made for more than a year. [*c.* 63]

The government of Ireland having made loans in the years 1794 and 1795, with an option for the ſubſcribers to receive their dividends, or transfer their ſtock, in London, and the bank of England having agreed to undertake the management of the payments and transfers of ſuch part of them as was determined to be payable in London, the agreement was ſanctioned by parliament. [*c.* 66]

May 22d—The duties payable for effects brought into this kingdom from the United provinces, in virtue of the orders of the king in council in January and the ſubſequent act of parliament, were regulated as follows, viz. for naval and military ſtores, timber, iron, and other materials for manufactures, the loweſt cuſtom duty now payable on ſuch goods; for tobacco, the duties payable upon tobacco imported directly from Britiſh America or the United ſtates, with a further cuſtom duty of ſixpence per pound on all manufactured tobacco, and ſuch duties on ſnuff for home conſumption as are paid on other ſnuff legally imported; for ſugar, coffee, and cacao nuts, the duties payable on foreign ſugar, &c; for wines and ſpirits, the duties payable on other wines and ſpirits legally imported. The produce and manufactures of countries within the limits of the Eaſt-India company were directed to pay the ſame duties, and have the ſame drawbacks with ſimilar goods imported by the Eaſt-India company.—Wearing apparel, watches, plate, trinkets, pictures, prints, drawings, china ware, earthen ware, glaſs, books, and houſehold furniture (excepting new linen) being the property of perſons intending to reſide in this kingdom, are exempted from paying any duties.—Tobacco ſo imported muſt not be re-exported in packages of leſs than 450 pounds; and ſpirits not in caſks of leſs than 100 gallons, nor in veſſels ſmaller than 100 tuns.—Dutch veſſels, whether remaining the property of the original owners, or purchaſed by Britiſh ſubjects, and alſo Dutch veſſels detained in, or brought into, the ports of this kingdom, may be regiſtered on paying 5½ per cent on their value, and may be employed in the European trade only.—Goods and effects, brought from the United provinces for ſecurity to this kingdom, may be delivered out of the warehouſes, and thoſe carried to Hamburgh, or any other port of Germany or the Baltic ſea, may be imported, any time before the 22d of November 1795, on paying in either caſe the proper duties.—The king may appoint commiſſioners to take charge of the Dutch veſſels and their cargoes, or other veſſels having Dutch property on-board, detained in, or brought into, the ports of this kingdom, and to ſell them, or do with them whatever is proper and lawful.—All produce or manufactures of the countries within the limits of the Eaſt-India company, whether imported into, or detained in, the ports of this kingdom, muſt be brought to London, and lodged in the Eaſt-India com-

pany's warehouſes, and ſold, at the deſire of the proprietors, or of the commiſſioners, under the orders of the directors of the company, for home conſumption, or for exportation, agreeable to the laws reſpecting the ſame kinds of goods imported by the company. The company are entitled to an allowance of five per cent on the amount of the ſales for charges of landing, carting, warehouſes, &c. and alſo to ſuch further allowance as can be mutually agreed upon, as a compenſation for the damage ſuſtained by them in conſequence of ſuch goods being conſumed in his Majeſty's European dominions. But they muſt not allow any damaged or bad tea to be ſold, unleſs for exportation to foreign countries. The company may purchaſe at ſuch ſales whatever goods they think proper for their own account. [*c.* 80]

June 22d—The bounties for the encouragement of fitting out veſſels for the Southern whale fiſhery, allowed to a limited number of veſſels, were altered as follows, viz.

To each of the five vessels, of those cleared out between the 1st of January and the 31st of December, proceeding to the southward of the equinoctial line, and returning into port before the 31st of December in the ensuing year, which have the greatest quantities of pure oil or head-matter - - - -	£300
To each of the five, having the next greatest quantities -	200
To each of the five, having the next greatest quantities -	100
To each of the five vessels, sailing in the time before-mentioned, proceeding beyond the thirty-sixth degree of south latitude, and, after having been fourteen months out, returning before the 31st of December of the second year after clearing out, having the greatest quantities -	400
Competitors for the above premiums must have at least twenty tuns of pure oil and head-matter.	
To the one vessel, sailing in the time before-mentioned, proceeding to the Pacific ocean, continuing four months there upon the fishery, and, after being sixteen months out, returning before the 31st of December in the second year after clearing out, having the greatest quantity of pure oil and head-matter - - -	600
To each of the seven vessels, acting as the one last-mentioned, and having the next greatest quantities. - -	500

The veſſels fiſhing in the Pacific ocean muſt have at leaſt thirty tuns of pure oil and head-matter to be entitled to the premiums. The whole muſt be the produce of whales or other marine animals, caught by the crews of the ſhips applying for the premiums: none muſt be received onboard from other veſſels. The regulations reſpecting the ſeamen and apprentices, the log-book, &c. are the ſame as in the act 26 Geo. III, c. 50; and the extent of their cruiſe in the Indian or Pacific ocean, the licences from the Eaſt-India company and South-ſea company, the ſecurity againſt clandeſtine trading, and the liberty of arming for defence, remain as fixed by the act 28 Geo. III, c. 20. The commanders of the veſſels are not obliged to declare at clearing out, in what latitudes

they are to fiſh; and the animals caught in any part of the ſea are allowed to make part of the cargo.

Foreigners, not exceeding forty in number, who had been previouſly employed at leaſt three years in the occupation of fiſhing for whales, and were owners of veſſels, were permitted to come to Milford haven in Pembroke-ſhire, any time before the 1st of January 1799, with their families, and with their veſſels, not exceeding twenty in number, built before the 1st of January 1795, and each of them manned by at leaſt twelve ſeamen or fiſhermen accuſtomed to the fiſhery. They were allowed to import their goods, furniture, and ſtock, without paying any duty; and their oil, head-matter, whale-fins, and other produce of their fiſhery, on paying the duties payable by Britiſh fiſhermen, and giving ſecurity for their reſidence at leaſt three years in Great Britain. They were alſo allowed, on taking the oaths of allegiance to his Majeſty, to have their veſſels regiſtered, when fitted out for whaling voyages, and were thereupon entitled to the premiums granted to Britiſh fiſhermen, and, in general to all the rights and privileges of natural-born ſubjects. [*c.* 92]

The king having entered into a convention with the emperor of Germany, whereby he engaged to propoſe to parliament to guarantee the payment of the dividends on £4,600,000 raiſed for him in this country on the terms of the ſubſcribers receiving £83 : 6 : 8 in a three-per-cent redeemable fund, and alſo a terminable annuity of £5 for twenty-five years, for every £100 paid in by them, payable in half-yearly dividends on the 1st of May and the 1st of November, the parliament did accordingly guarantee, that the payments ſhould be made at the bank of England, and in failure of funds being duely provided by the emperor, that the dividends ſhould be ſupplied from the conſolidated fund, and iſſued at the bank on the 5th of July and the 5th of January, being about two months after they fall due. The bank was, of courſe, authorized to undertake the management of this new ſtock, which is known by the name of *Imperial**. [*c.* 93] The capital of the debt thus created amounted to £3,833,333 : 6 : 8 and an annual charge of £230,000 payable till the 30th of April 1819.

The time allowed to the Eaſt-India company for obtaining the drawback upon the exportation of china ware, imported before the 1st of April 1795, was enlarged to five years. [*c.* 98]

Organzined ſilk of Italy was allowed to be imported by any perſon, and in any veſſels belonging to friendly ſtates, till twenty days after the commencement of next ſeſſion of parliament. But no Italian thrown

* A ſealed tin box was depoſited at the bank by Meſſieurs Boyd Benfield and company, agents for the emperor, 26th September 1794, with a certificate by a notary (whoſe name is not mentioned in the paper given in by the bank to parliament 10th November 1797), that it contained mortgages on the bank of Vienna to the amount of forty millions of florins, which were eſtimated at four millions ſterling.

The Imperial loan was taken by the ſubſcribers to the £18,000,000 loan of this year in the proportion of £25 : 11 : 1½ for every £100 of their ſubſcription to the £18,000,000.

ſilk of a quality coarſer than what is called third Bolonia, nor any *tram ſilk* of the growth of Italy, nor any other thrown ſilk of the produce of Turkey, Perſia, Eaſt-India, or China, was allowed to be imported in virtue of this act. And all ſilks imported under this act were directed to be brought to the cuſtom-houſe in London, wherever they might be landed, in order to prevent the importation of the kinds not allowed.—All ſorts of flax and flax-ſeed were in like manner allowed to be imported in any veſſels belonging to friendly ſtates during the ſame time. [*c.* 100]

It may be ſufficient to ſay once for all, that this act has been frequently renewed.

In order to prevent the frauds committed by uſing falſe weights and unequal balances, the juſtices in quarter ſeſſions were directed to appoint proper perſons to examine them, and to deſtroy falſe ones. The juſtices were alſo directed to fine the offenders, and to provide ſtandard weights. [*c.* 102]

June 26th—The act 32 Geo. III, c. 43, having fixed 50*ſ.* excluſive of duty, as the higheſt average price of muſcovado ſugar, at which the drawback ſhould be allowed on the exportation of muſcovado, or the bounty on the exportation of refined, ſugar, it was now, on account of the war, fixed at 65*ſ.* At the ſame time one ſhilling per hundredweight was deducted from the bounty on refined ſugars exported in foreign veſſels. [*c.* 110]

Some of the ſhips employed by the Eaſt-India company having been taken into the ſervice of government, and the company having thereupon, with the approbation of the board of controul, ſent inſtructions to their preſidencies in India to take up ſhips for bringing home their cargoes from India and China, the king in council was empowered to authorize veſſels ſo employed by the company, though not Britiſh-built, nor navigated according to law, if built within the territories of the company, or in any port of the Eaſt-Indies under the protection of the Britiſh flag, to import goods from the countries within the limits of the company's trade, on the ſame terms as if they were imported in Britiſh-built veſſels, till the expiration of eighteen months after the concluſion of the preſent war; and alſo to permit them to export to the ſame countries, and with the conſent of the company, all kinds of merchandize, except ordnance and military ſtores. [*c.* 115]

Rape ſeed, and all other ſeeds yielding oil, were allowed to be imported in Britiſh veſſels, legally navigated, from any part of the world, on paying a duty of one ſhilling per laſt, whenever the price of middling Britiſh rape ſeed is ſo high as £20 per laſt, under the ſame regulations by which the importation of ſeeds from Ireland or the Britiſh provinces in America is regulated. [*c.* 117]

The revenue officers were directed to lodge in their warehouſes all wine, which the importer ſhall for twenty days neglect to enter, or pay the duty for, or land, till the duty is paid, together with ſixpence per

week for each caſk or package, and alſo the charges of carriage, &c; failing which the wine may be ſold, in three months after being warehouſed, for payment of the duty and charges. If it does not fetch ſufficient to pay theſe, it may be ſold for exportation, or for being made into brandy or vinegar, under the proper ſecurities.—The drawback on wine exported to China having been hitherto ſmaller than upon wine exported to India, it was now equalized.—The commiſſioners of exciſe were directed to provide warehouſes for lodging coffee and cacao nuts, and to charge the importers one ſhilling per week for every tun, as rent for the uſe of them. The act contains a multitude of regulations for ſecuring the duties on coffee and cacao nuts. When they are found not to be worth the duties and charges, they are ordered to be burnt. [*c.* 118]

The price of corn being exceſſively high, the diſtillers were prohibited from uſing any kind of corn, malt, meal, flour, or bran, from the 10th of July 1795 till the 1st of February 1796, under the penalty of £500.—All contracts, made by diſtillers for the delivery of corn ſpirits, grains, or yeſt, during the continuance of the prohibition, were ſuſpended.—The king, with advice of council, was authorized to give a general, but not a particular, liberty to diſtill from corn, &c. after the 10th of July, if he ſhould think it for the advantage of the kingdom.—Spirits, warehouſed for exportation, were allowed to be taken out for home conſumption, under the authority of the commiſſioners of exciſe, on paying a duty of £40 : 18 : 2¼ for every tun of ſpirits of the ſtrength of one in ſix under hydrometer proof. [*c.* 19]

It may perhaps be conſidered as a proof of the opulence ariſing from the commerce of Great Britain, as well as of Britiſh liberality and bounty, that the parliament this year granted the ſums of £98,410 and £37,500, making together £135,910 for the ſupport of the Roman-catholic clergy and other emigrants from France *.—The annual allowance to the African company was this year enlarged to £20,000.—There was alſo a grant of £4,069 : 2 : 0 to Mr. Willis, to be applied in forming an eſtabliſhment in Africa for the purpoſe of opening a commercial intercourſe with the interior parts of that continent. [*c.* 120]

Some doubts having ariſen, whether the prerogative of erecting independent burghs of barony was taken away by the act for aboliſhing heritable juriſdictions in Scotland, they were now removed by an act of parliament, which directed, that thoſe, who ſell or feu lands to the Britiſh ſociety, incorporated for promoting the fiſheries, for the purpoſe of building villages in thoſe parts of the coaſt of Scotland, where the fiſheries are, or may be, carried on, may receive charters from the barons of exchequer in Scotland for erecting them into burghs of barony, with powers to the inhabitants, or ſuch deſcriptions of them as may be directed by the charters, to elect magiſtrates annually. [*c.* 122]

* Similar allowances have been made every ſucceeding year, the ſums being ſometimes larger, and ſometimes ſmaller, than thoſe now granted.

As ſome relief to the wool-combers for the hardſhips they alleged they had ſuſtained from the introduction of machinery *, all of them, who had ſerved an apprenticeſhip to the buſineſs, or were legally entitled to carry it on, and were willing to apply to other branches of the woolen manufacture, or to any other trade, and alſo the wives and children of all ſuch, were authorized to exerciſe any trade whatever in any town or place of the kingdom without any obſtruction, notwithſtanding the ſtatute of the fifth year of Queen Elizabeth, which prohibited the uſe of certain trades to any perſon who had not ſerved an apprenticeſhip of ſeven years. [*c.* 114]

One of the principal alterations, which have taken place of late years in the metropolis, was made under the authority of an act for enlarging the entrance into the city on the weſt ſide of Temple-bar by removing the houſes, which ſtood between the Strand and Butcher-row (the north ſide of which has thereby become the north ſide of the Strand) and thoſe on the north ſide of S^t^. Clement's church, whereby a ſpacious entrance is effected. At the ſame time the lord mayor and magiſtrates of the city were empowered to make a ſtreet in a ſtreight and commodious line from the eaſt end of Snow-hill to the bottom of Holburn inſtead of the crooked and ſteep avenue called Snow-hill †. [*c.* 126]

The merchants trading to the iſlands of Grenada and S^t^. Vincent's repreſented to parliament the loſſes they had ſuffered, and the hardſhips ſuſtained by their commerce, in conſequence of the inſurrections in thoſe iſlands, and petitioned for relief. The great and important benefit, conferred upon the commercial intereſt in general by the expedient of exchequer bills in the year 1793, ſuggeſted a repetition of the ſame meaſure as the beſt mode of relief to the ſufferers on the preſent occaſion. Therefor the honourable Henry Hobart, the right honourable Charles Townſhend, Sir William Pulteney, Sir John Sinclair, Sir Grey Cooper, Sir Francis Baring, Meſſieurs Richard Muilman Trench Chiſwell, John William Anderſon, William Curtis, Charles Grant, Joſeph Nutt, Robert Hunter, Thomas Plummer, Gabriel Tucker Steward, and Benjamin Savage, were appointed commiſſioners for advancing exchequer bills to an amount not exceeding £1,500,000, bearing intereſt at the rate of three pence per day for every £100, and all payable on the 5^th^ of July 1796, to any perſons in any part of Great Britain connected with, or trading to, the iſlands of Grenada and S^t^. Vincent's, who ſhould apply for them, and give bond with ſufficient ſecurity, or depoſit exchequer bills, India bonds, bills of exchange, or other negotiable ſecurities, to the value of £400 for £300 to be advanced in exchequer bills. The payments were required to be made at the bank of England by three equal inſtallments on or before 5^th^ January 1797, 10^th^ October 1797,

* See above, p. 292.

† By a ſubſequent act (39, 40, Geo. III, c. xlii of local acts) the city was empowered to enlarge the funds allotted for theſe improvements.

and 5th July 1798 *, together with intereſt at five per cent on the amount of each payment. In caſe of bankruptcy the claims of the commiſſioners were made preferable to thoſe of all other creditors, without prejudice, however, to preferences duely obtained upon real eſtates according to the law of Scotland. [*c.* 127]

In the ſpring of this year a party from Newfoundland drove the French out of the iſlands of St. Pierre and Miquelon, which by the treaty of peace had been ceded to them as ſtations for their fiſhermen.

In the beginning of April the Dutch iſland of St. Euſtathius in the Weſt-Indies, which, as a great depoſit of naval and military ſtores, is an object of conſequence to the contending powers in every war, was required to abandon the intereſt of the ſtadtholder by commiſſioners deputed from the Batavian and French republics, who arrived at the iſland with only a ſingle ſchooner. The governor refuſing to comply with their demand, they ſoon after returned with a force ſufficient to compell him; and that important iſland fell under the power, if not under the direct dominion, of France.

In the early part of the year the French inhabitants of St. Lucie, with the aſſiſtance of the free people of colour, undertook the recovery of the iſland from the Britiſh forces, who were finally obliged to abandon it in the month of July.

The French inhabitants of the iſlands of Grenada, St. Vincent's, and Dominica, though they had now lived above thirty years under the Britiſh dominion, ſtill retained the diſtinctions of language and religion, national manners, and intereſts. Nor, though they had been admitted to a participation of the legiſlative and civil authority with Britiſh inhabitants, had they ever mingled in friendly ſociety, or formed matrimonial connections. So little attention had been beſtowed of late years in promoting cordiality between theſe two different deſcriptions of fellow-ſubjects, that the churches and church lands of the French clergy, after a peaceable poſſeſſion of twenty years under the Britiſh government, were taken from them. National animoſities now became ſtronger than ever in conſequence of the war; and all friendly intercourſe between the Britiſh and French inhabitants was at an end. It is not ſurpriſing that the French in the neighbouring iſlands took advantage of the ſituation and temper of their countrymen by ſending emiſſaries to inſpire them with the deſire of regaining complete poſſeſſion of the iſlands which were once their own, and in which they, or their fathers, held in abſolute property the lands, which they were obliged now to occupy as leaſeholders.

In Grenada the French inhabitants, aſſociating with them the free people of colour (a deſcription of people, who in all the European colonies have many cauſes of uneaſineſs) took poſſeſſion in the ſame night (March 2d) of the towns of Grenville and Gonyave on the oppoſite ſides

* The term of payment was prolonged by ſubſequent acts.

of the iſland; and on the day following the lieutenant-governor and ſome others of the principal Britiſh inhabitants became their priſoners. Reinforcements were received on both ſides from the neighbouring iſlands: and a horrid, and ſanguinary, war enſued, which, after raging above a year, was terminated by the defeat of the French inſurgents.

In the inſurrection, which took place in S^t. Vincent's, the Caribs, the original poſſeſſors of the iſland, bore the principal part. Their undiſciplined valour could not long ſtand againſt the regular Britiſh troops*.

In Dominica the French inhabitants were excited to inſurrection by parties from Guadaloupe and Marigalante, who invited the free people of colour and the ſlaves to join their ſtandard, and deſtroyed many of the plantations. There being but one company of regular troops in the iſland, the defence of the colony lay almoſt entirely upon the Britiſh inhabitants, who, with ſuch of the negroes as adhered to them, oppoſed the invaders with great ſpirit and judgement, and at length ſurrounded them, and made them priſoners †. Of the French inhabitants ſome were put to death, and above ſix hundred, whom the governor ſuſpected of diſaffection, were ſent home to England.

June 14^th—Montego Bay, a flouriſhing town in the north-weſt part of Jamaica, which in the year 1792 contained 225 houſes, whereof 33 were capital ſtores or warehouſes, and about 600 white inhabitants, was reduced to aſhes by a conflagration, in which many of the ſtores, with produce and merchandize to a large amount, were deſtroyed.

Another calamity immediately befell Jamaica, which was moſt ſeverely felt in the ſame quarter of the iſland. The horrors of the war with the Maroon negroes, which after diſtreſſing the iſland and retarding the cultivation of it during almoſt a century, had been terminated by the prudence and moderation of Governor Trelawny, who, together with the aſſembly of the iſland, confirmed the poſſeſſion of their liberty and their lands to them in the year 1738 ‡, were now renewed. Two ſuc-

* Theſe inſurrections in Grenada and S^t. Vincent's, with the conſequent deſtruction of property, produced the diſtreſſes, which required the parliamentary aſſiſtance, already noticed in abridging the commercial acts of parliament.

† In order to avoid the imputation of partiality I here do a violence to myſelf in ſuppreſſing an inſtance of the happy conſequence of the manager of a ſugar plantation acting with proper kindneſs to the negroes under his care, who all faithfully ſtuck by him in his marches through the woods, wherein it would have been impoſſible to prevent them from deſerting to the invaders, if any of them had been inclined to do ſo.

‡ To ſome readers it may not be ſuperfluous to inform them, that the Maroons were the deſcendents of the negroes, who belonged to the Spaniſh inhabitants, when the iſland was taken by the Engliſh forces under Penn and Venables in the year 1655. When the Spaniards left the iſland, the negroes retired into the mountainous interior part of it, where they hoped to enjoy independence. The Engliſh ſettlers conſidered them as their property, and invaded their retreat. A fierce and ſanguinary war enſued, wherein the negroes, from their ſuperior knowlege of the defiles and faſtneſſes of the country, had generally the advantage, moſt of the ſoldiers who fell being killed by inviſible enemies. As they derived a great part of their ſubſiſtence from plundering the plantations of their enemies, the ſettlement of a new plantation at ſome little diſtance from others was a deſperate undertaking; and cultivation was confined to a narrow border of a part of the coaſt. The number of the Maroons was, however, falling off, though they uſed every means to recruit their forces by enticing the ſlaves to join them; but thoſe recruits being generally men, there were very few children born in

ceſſive Britiſh commanding officers, and great numbers of men, loſt their lives in this petty domeſtic war, before the maroons were reduced. In June 1796 the remainder of thoſe unfortunate people, with their families, were tranſported to Lower Canada, where, by the treaty of their ſurrender, they were promiſed the enjoyment of lands and liberty *.

A treaty between Great Britain and Ruſſia, ſigned at Peterſburg 18th February, relates merely to the propoſed operations of the war againſt France, and contains not one word of commercial affairs.

There were alſo two treaties with the emperor of Germany (4th and 20th of May), which had no connection with commerce, the firſt being for the negotiation of a loan, which was ſoon after ſanctioned by parliament, and the other merely offenſive and defenſive.

The emperor about the ſame time preſented to the diet of the empire aſſembled at Ratiſbon a reſcript, declaring his readineſs to enter into negotiations for peace.

March 1st—The grand duke of Tuſcany publiſhed a proclamation, notifying, that, as it was neither juſt nor convenient for Tuſcany to take any active part in the tranſactions, which at this time convulſed Europe, he had ſeceded from the coalition againſt the French republic; in conſequence of which the neutrality of his dominions was re-eſtabliſhed, and his ſubjects, profiting by the trade and commerce of other nations, without hurting any of them, would be relieved from the alarms and troubles of war.

April 5th—The French concluded a treaty of peace and friendſhip with the king of Pruſſia in which the commercial communications and relations between France and Pruſſia were re-eſtabliſhed on the ſame footing as before the commencement of the war.

July 22d—The French alſo concluded a treaty of peace with Spain, whereby

Articles 4, 5) France reſtored to Spain all the conqueſts made in the preſent war.

9) Spain ceded to France the Spaniſh part of the iſland of St. Domingo, or Hiſpaniola, in the Weſt-Indies, with all the fortifications, guns, and warlike ſtores, in it, the Spaniſh inhabitants being allowed twelve months for removing with their property to the Spaniſh dominions.

11) All correſpondence and commercial relations between the two countries were re-eſtabliſhed on the ſame footing, on which they ſtood before

in their community; and their number at the pacification in the year 1738 was reduced from 1,500, the eſtimated number in 1655, to leſs than 600, almoſt all men. In 1770 they were under 900, and the females were conſiderably more than the males. At this time their number was reckoned to be about 1,400.

* It may be remembered, that a community of free negroes had been but four years before tranſplanted from Nova Scotia to Africa, becauſe it was found that their conſtitution could not endure the rigour of the winters in the northern parts of America.

the war, the merchants of each being at liberty to reſume their commercial eſtabliſhments, or make new ones, in each country, according to their own convenience.

14) The republic of the United provinces, as allies of the French republic, were comprehended in the treaty.

The French ſoon after made peace with the landgrave of Heſſe-Caſſel.

Thus did the French in the courſe of this ſeaſon detach the United provinces, Tuſcany, Pruſſia, Spain, and Heſſe-Caſſel, from the confederacy formed againſt them, and bring the emperor to declare a diſpoſition to abandon it alſo.

The defection of all theſe powers from the alliance with Great Britain, and even the acceſſion of ſome of the chief of them to France, did not prevent the Britiſh funds from keeping up at a price which could ſcarcely be expected under ſuch circumſtances, the three-per-cents continuing conſiderably above twenty years' purchaſe; and the other funds fluctuating from a little above, or a little below, that price. This was chiefly aſcribed to the great quantity of money inveſted in the Britiſh funds by people of property in Europe, who feared the conſequences of the convulſions on the continent, and truſted to a greater ſtability in the affairs of this ſea-girt country.

Auguſt 12th.—The king, by an order in council (which was ſeveral times renewed) prohibited the exportation of rock ſalt from 12th Auguſt 1795 till the middle of April 1796, in order to prevent the ſupply of a neceſſary article to his enemies.

The Britiſh forces in the Eaſt-Indies took poſſeſſion of the Dutch government of Malacca in Auguſt. And in the courſe of a few months they made a complete conqueſt of all the Dutch ſettlements on the coaſt of Ceylon.

In the year 1766 the Dutch Eaſt-India company, by a treaty which terminated a very expenſive war * with the chief ſovereign of Ceylon, became proprietors of all thoſe parts of the coaſt of that great and valuable iſland, which they had not previouſly poſſeſſed, the native prince and his ſubjects being confined to the interior country. By the ſame treaty the king became bound to deliver all the cinnamon, which is the moſt important produce of the iſland, and grows there in the greateſt perfection (that which is produced on the ſandy downs on the ſouth-weſt coaſt being eſteemed the very beſt in the world), to the company at the fixed price of five pagodas (40ſ10 ſterling) for the bale of 88 pounds, being about the ſame price which the cinnamon cultivated in the company's own plantations coſt them †. The pearls found on the

* So it is called by Admiral Stavorinus *(in his Voyages to the Eaſt Indies, V. i, p. 350 Engliſh tranſlation)*. It coſt above eight million of gilders, or about £727,300 ſterling.

† The Dutch uſed to ſend conſiderable quantities of cinnamon from Ceylon to Batavia for the uſe and commerce of their oriental dominions.—The Britiſh Eaſt-India company paid £180,000 to the forces employed in the reduction of the iſland as the value of the cinnamon found in it.

weſt coaſt of Ceylon are eſteemed the beſt in the world: and the Dutch company drew a conſiderable profit from the fiſhery of them till the year 1771, when they were deprived of it by the nabob of Arcot. Some coffee and cardamums, together with the piece goods collected at the ſettlements on the oppoſite continent dependent on the government of Ceylon, completed the cargoes of the company's ſhips for Europe *. The iſland alſo furniſhes elephants of ſuperior quality, which are exported to the continent, rice, pepper, and coir (the fibres of the coco-nut), uſed for making cables and other cordage, which have the property of being elaſtic and floating upon the water.

Contrary to the ſyſtem obſerved in all the other Britiſh poſſeſſions in the Eaſt, the Eaſt-India company enjoy only the excluſive trade of Ceylon, the entire and immediate territorial ſovereignty of this new acquiſition being veſted in the king.

If any reverſe of fortune ſhall ever deprive us of our poſſeſſions on the continent of Aſia, the noble iſland of Ceylon, as long as we can preſerve our maritime ſuperiority, may be made (as it was in the ſixth century) the grand depoſit of the commodities and manufactures of the Eaſt and the Weſt, and the great band of commercial intercourſe with all the rich countries bordering on the Indian ocean from the Cape of Good Hope to the weſt coaſt of America.

September 16th.—The Dutch ſettlement at the Cape of Good Hope was alſo taken by ſome Britiſh ſhips of war and Eaſt-India ſhips with a body of land forces, under the command of General Clarke and Admiral Keith Elphinſtone. By the capitulation the property of the Dutch Eaſt-India company of every kind was delivered up to the conquerors. But all property belonging to individuals, to churches, and public inſtitutions, was preſerved to the owners. The paper money current in the ſettlement was guaranteed; and for that purpoſe the lands and houſes, part of the property of the company, which were the ſecurity for it, were continued under the obligation.

The principal articles exported from the Cape were corn, and the excellent wine known by the name of Conſtantia, or Cape, wine. Undoubtedly many other articles might, by due attention, be made objects of commerce; but the chief uſe of the ſettlement has hitherto been to furniſh refreſhments to the Eaſt-India ſhips; and the ſhips of all nations

* In the year 1778 the ſales in Europe of the Dutch Eaſt-India company's imports from Ceylon were as follows.

600,000 lb	cinnamon, at about	*f.* 6 (11*s* ſterling,) per lb.
4,000 lb	cardamums	33 ſtivers (3*s*)
5,000 lb	coffee	10
300,000 lb	cowries	7½
20,000	cotton yarn	

and piece goods to the value of *f.* 200,000 (about £18,180).

A particular account of the cinnamon, and the various ſpecies of it, may be found in Profeſſor Thunberg's *Travels in Europe, Africa, and Aſia.*

were made welcome by the government appointed by the Dutch Eaſt-India company, who kept up the ſettlement for that purpoſe at a conſiderable expenſe (in the eſtimation of frugal Dutchmen) the exceſs of the charges beyond the income in the year 1790 having been £26,768: 11: 3 ſterling, and in ſome preceding years ſtill greater.

September 13th—The laſt important voyage of diſcovery, that will probably ever need to be undertaken in the Pacific ocean, was concluded by the arrival of Captain Vancouver in the River Shannon in Ireland.

In order to receive poſſeſſion of the ſettlements at Nootka ſound and Port Cox on the north-weſt coaſt of America, agreeable to the convention with Spain dated 28th October 1790, and alſo to give a final determination to the queſtion, agitated for ages, upon the exiſtence of a navigable paſſage between the Atlantic and Pacific oceans, a ſhip and a brig were fitted out under the command of Captain George Vancouver, an officer trained to diſcovery and reſearch under the tuition of the immortal Cook.

Captain Vancouver proceeded by the Cape of Good Hope, New Holland, New Zealand, Otaheitè, and the Sandwich iſlands, to Nootka, where he arrived 28th Auguſt 1792 *. Señor Quadra, the Spaniſh commanding officer at Nootka, underſtood the convention, and the order of the conde de Florida Blanca for the delivery of the ſettlement to Captain Vancouver, to mean only the ground incloſed by Captain Meares, meaſuring about 100 yards in extent †. After an altercation, carried on in the moſt friendly manner, Captain Vancouver declined receiving poſſeſſion, as offered by Señor Quadra, and they both concluded upon leaving the matter to the determination of the two courts. In November 1792 Captain Vancouver learned, that the Spaniſh officers had received orders from Europe to ſeize all veſſels they ſhould find trading near thoſe coaſts, except thoſe belonging to Great Britain.

Previous to his arrival at Nootka Captain Vancouver had made a ſurvey of the coaſt between the latitude of 39° 27′ north and that place. In the following ſummers of the years 1793 and 1794 he completed the ſurvey of the whole coaſt as far as the inlet called Cook's river, in which, or the next bay, called Prince William's ſound, the few, who were ſtill advocates for the exiſtence of a *north-weſt paſſage*, had placed their chief expectations. Upon a very careful and minute inſpection of every creek and inlet of a coaſt, conſiſting entirely of creeks and channels formed by an innumerable multitude of iſlands, he was enabled poſitively to aſcertain, that THERE IS NO NAVIGABLE PASSAGE BETWEEN THE PACIFIC AND ATLANTIC OCEANS, unleſs there may be a poſſibility of ſailing through the generally-frozen ſtrait between Aſia and America,

* The ſum of £10,329: 15: 4 was allowed by parliament [Act 32 *Geo. III, c.* 35] for preſents carried out by Captain Vancouver to the inhabitants of the north-weſt coaſt of America.

† See above, p. 207.

and navigating the Frozen ocean, which bounds the unknown northern extremity of America. And thus the long-ſuppoſed, and often poſitively-aſſerted, exiſtence of a navigable north-weſt paſſage is once more demonſtrated to have as little foundation in reality as the equally poſitively-aſſerted exiſtence of a vaſt ſouthern continent. And the ſtories of inland ſeas, communicating with the ocean, navigated by De Fuca, De Fontè, &c. are proved to be mere fable and romance.

During the winter ſeaſons Captain Vancouver, in order to recruit the health of his people, and repair his veſſels, retired to Owhyhee, the largeſt of the Sandwich iſlands, where he obtained abundance of freſh proviſions and vegetables, and, in conſequence of his judicious conduct, lived in the greateſt harmony with the natives, though he at the ſame time made them ſenſible, that murders and thefts would not go unpuniſhed.

As much has been ſaid of the ceſſion of a country called New Albion to the crown of England by the ceremony of an ornament of feathers being placed on the head of Sir Francis Drake by one of the natives, who cannot rationally be ſuppoſed to have had any ſuch idea in his head, it may be proper juſt to obſerve, that the ſovereignty of the iſland of Owhyhee was on the 25th of February 1794, after a previous and deliberate conſultation of the king and all the chiefs of the iſland, ſurrendered for the behoof of the king of Great Britain, with every poſſible formality, into the hands of Captain Vancouver, who aſſured them, on the part of their new ſovereign, that no encroachment ſhould be made on the civil or religious eſtabliſhments of the iſland.

In Owhyhee, and every other place which he viſited, Captain Vancouver did every thing in his power to conciliate the friendſhip of the natives, and uſed every endeavour to render their lives more comfortable by the introduction of uſeful animals and valuable plants and ſeeds*. He alſo ſent from the Sandwich iſlands ſome plants of the bread-fruit tree to Norfolk iſland, one of the ſtations appointed for Britiſh exiled convicts.

The ſurveys made during this voyage may be ſaid to have completed the geography of the hitherto-unknown weſt coaſt of America. And when we view the voyage as adding ſo much to the ſtock of our geographical knowlege, a knowlege ſo eſſentially uſeful to commerce, and as adding, by the introduction of many valuable ſpecies of animals and plants in a great variety of countries and climates, to the comfortable ſubſiſtence of unborn millions, we muſt agree with Captain Vancouver, that the advantages ariſing from it were not confined to any one nation (though undoubtedly the moſt commercial nation muſt be moſt benefited by it) but, that it muſt be productive of general benefit to man-

* From the Miſſionary voyage (the lateſt accounts we have from the Pacific ocean) we learn that the people of the iſlands they viſited, ſatisfied with the bounties of Nature to their happy iſlands, have neglected the animals and plants, carried to them with ſuch vaſt labour and expenſe.

kind. And ſo his voyage was conſidered by the national aſſembly of France, who decreed, that his veſſels ſhould not be moleſted by any of their ſhips of war, as the old government of France had formerly done in favour of thoſe of Captain Cook.

Captain Vancouver gives a liſt of

5	vessels belonging to London,
1	. . . . . Bristol,
2	. . . . . Bengal,
3	. . . . . Canton,
7	. . . . . United states of America,
2	. . . . . Portugal *, and
1	. . . . . France,
21	

in all 21 veſſels employed in the fur trade on the north-weſt coaſt of America in the year 1792. He reflects heavily on the injudicious competition of the European and American traders on that coaſt, and the cruel, and impolitic, practice of ſelling fire-arms to the natives. He obſerves, that the Ruſſians have advantages over all other nations in the fur trade. They have formed ſeveral ſettlements in the north-weſt extremity of America, where they live among the natives, to whoſe habits of life they approach nearer than any other European nation; and they carry their furs to the northern parts of China, where they are chiefly in requeſt, whereby they have a much ſhorter voyage, and alſo obtain much higher prices, than the other adventurers in the fur trade, who are obliged to go to Canton.

At Valparaiſo Captain Vancouver was informed that from the 1st of January to the 31st of December 1793 the money coined in the mint at Mexico, conſiſted of

gold to the value of	884,262 pesos, or hard dollars,
and silver	23,428,680
the total being . . .	24,312,942, which, however, was the greatest quantity ever coined in one year.

A particular account of the quantities of gold and ſilver coined at Mexico in every month of this year (1795) publiſhed by Colonel Tatham [*Political economy of inland navigation, p.* 32] makes

the total of the gold amount to the value of	644,552 dollars,
and of the silver to	23,948,929
being in all	24,593,481 dollars.

And this account is alſo accompanied by a notification, that it is the greateſt coinage of money that was ever made in that mint.

September—A gold mine was diſcovered in a mountain called Croughan Kinſhelly in the county of Wicklow in Ireland. In the courſe of about ſix weeks the people of the adjacent country found in a ſtream

* It is more than probable, that both thoſe veſſels under Portugueſe colours were the property of Britiſh ſubjects ſettled in India. See *Vancouver's Voyage, V.* i, *p.* 404, and *Perouſe's Voyage, V.* i, *p.* 514 *of Engliſh tranſlation*, 4to 1799.

flowing from the mountain, and in an adjoining bog, about eight hundred ounces of gold, ſeveral pieces of which weighed about 2 ounces, one weighed 5, and one 20 ounces 2 pennyweights 21 grains. The place, which had got the name of Little Peru, was taken poſſeſſion of for the king by a detachment of the army * (October 15th).

October 7th—Thirty ſail of Britiſh veſſels, richly loaded from the Mediterranean, together with the Cenſeur a ſhip of 74 guns, one of thoſe which were convoying the fleet, were taken by a French fleet of ſuperior force. About the ſame time eighteen ſail of homeward-bound veſſels from Jamaica were alſo taken by the French.

The number of Britiſh veſſels, taken by the enemy ſince the commencement of the war, was now eſtimated at three thouſand, and the number of thoſe taken from them at only eight hundred. It is not to be inferred from the great difference in the number of captures, that the French cruiſers were more alert than the Britiſh; but only that the Britiſh veſſels upon the ocean were vaſtly more numerous than the French.

The colony at Sierra Leona recovered from the effects of the calamitous viſitation of the French in September 1794 ſooner than could have been expected. By this time their affairs were ſo well re-eſtabliſhed, that they had detached a party to ſettle a factory at Rio Pongas for the ſake of maintaining the intercourſe with the friendly nation of the Foulahs.

November 1st—It was found neceſſary to prohibit generally the exportation of Britiſh and foreign wheat, rye, barley, bear or bigg, peas, beans, oats, meal, flour, bread, malt, potatoes, and Indian corn; and alſo to permit the importation, in any veſſels whatever, of the ſame articles, without payment of any duty. The proprietors of foreign corn, lodged in warehouſes, were at liberty to take it out duty-free for home conſumption, or to export it. The powers veſted in the king, by the acts 35 Geo. III, c. 4, for regulating the coaſting carriage of corn, and for authorizing exportation in certain caſes, were continued, as was alſo the liberty of importing kidney beans, and a variety of kinds of live ſtock, and proviſions of various ſorts, enumerated in the ſame act. Theſe regulations were to continue in force till the expiration of ſix weeks after the commencement of the next ſeſſion of parliament. [36 *Geo. III, c.* 3]

December 1st—The exportation of candles, tallow, and ſoap, to any foreign country, not belonging to Great Britain, was alſo prohibited on penalty of forfeiture of the goods and the veſſel carrying them, and alſo £50 for every hundredweight. Coaſting veſſels carrying thoſe articles

* A ſcientific account of this mine by Mr. Mills may be found in the *Philoſophical tranſactions for* 1796, *part* i, *pp.* 34, 38]. And it afterwards appears, not as an article of revenue, but as an article of expenditure, in the public accounts of the governments of Ireland.

were required to bring back a certificate, within ſix months, of their being landed in Great Britain: and exporters of ſuch articles to the foreign dominions of Great Britain were in like manner required, under bonds of triple value, to deliver certificates of their being landed agreeable to the cuſtom-houſe entry within the time preſcribed by law. [*c.* 5]

The manufacturers of ſtarch, hair powder, and blue, were prohibited from uſing wheat, or any other article uſed for the food of man, on penalty of £200 and forfeiture of the goods. The duties on the importation of ſtarch, &c. were lowered; and a great number of regulations for preventing frauds were enacted. His Majeſty was veſted by this act with a power of ſuſpending the operation of it at pleaſure. [*c.* 6]

December 19th—The ſum of £18,000,000 was raiſed by a loan, the ſubſcribers to which received £120 in the three-per-cent conſolidated fund, £25 in the three-per-cent reduced fund, and a terminable annuity of 6/6 for 64¼ years, for every £100 paid in by them. [*c.* 12] The capital of the debt thus created amounted to £21,595,800 * in the conſolidated, and £4,500,000 in the reduced, fund, beſides an annual charge of £58,500, payable till January 1860.

A great variety of additional duties of exciſe were impoſed on tobacco and ſnuff imported from different countries.—American tobacco, not exceeding one half pound per week for each man, was allowed to be ſhipped from warehouſes, free from duty, for the uſe of the non-commiſſioned officers and private ſoldiers of the army, when in actual ſervice upon the ſea, [*c.* 13]

December 24th—The drawbacks and bounties, hitherto allowed upon the exportation of ſugar, were now reduced, 4/ per hundredweight being taken from each till 31st January 1796, and after that day 7/ per hundredweight. But the full drawback and bounty were ſtill allowed on ſugars carried to Ireland. [*c.* 18]

The allowance made by the revenue officers for the waſte on ſalt carried coaſtways was aboliſhed: and the times, allowed for paying the duties on the ſeveral kinds of ſalt, were reduced to one third of what they were before. [*c.* 19]

The act 35 Geo. III, c. 119, for prohibiting the uſe of wheat and other grains in the diſtillery was continued in force till the 1st of February 1797. The diſtillers were alſo prohibited from uſing melaſſes of the manufacture of this kingdom, ſugar, or potatoes, or any mixture of them. [*c.* 20]

It was found neceſſary to hold out greater encouragement for the importation of corn and other articles of proviſion than merely exempting them from duty, as by the act paſſed in the beginning of this ſeſſion. Therefor the following bounties were granted on the wheat, wheat

* This ſum ought to have been £21,600,000: but was reduced by ſome failures in the payments.

flour, Indian corn, Indian meal, and rye, imported either in Britiſh veſſels, or in veſſels belonging to any friendly ſtate, viz.

for every quarter of wheat weighing 440 lb avoirdupois	£1	0	0
for . . . . . do. . . . weighing 424	0	16	0
for every hundredweight of wheat flour	0	6	0
imported from any part of Europe ſouth of Cape Finiſterre, the Mediterranean, Africa, the Britiſh colonies in America, or the United ſtates of America, till 400,000 quarters ſhould be imported from Europe or Africa, and 500,000 quarters from America. $2\frac{1}{2}$ hundredweight of flour being reckoned equivalent to one quarter of wheat.			
for every quarter of wheat weighing 440 lb avoirdupois	0	15	0
for . . . . . do . weighing 424	0	12	0
for every hundredweight of flour	0	4	6
imported from any part of Europe north of Cape Finiſterre, not being part of his Majeſty's dominions, till the quantity ſhould amount to 500,000 quarters.			
for every quarter of wheat weighing 440 lb avoirdupois	0	10	0
for . . . . . do . weighing 424	0	8	0
for every hundredweight of flour	0	3	0
imported after the above quantities ſhould be completed.			
for every quarter of Indian corn	0	5	0
for every hundredweight of Indian meal	0	1	6
till the quantity ſhould amount to 500,000 quarters, allowing $3\frac{1}{2}$ hundredweight of meal as equivalent to one quarter of corn.			
for every quarter of Indian corn	0	3	0
for every hundredweight of Indian meal	0	1	0
imported after the above quantities ſhould be completed.			
for every quarter of rye weighing 400 lb avoirdupois	0	10	0
till the quantity ſhould amount to 100,000 quarters.			
and for every quarter beyond that quantity	0	6	0

The whole bounties now granted were to ceaſe on the 30th of September 1796, unleſs where it ſhould appear that a veſſel, which had ſailed in due time, had been unavoidably detained on her paſſage, in which caſe the commiſſioners of the cuſtoms were authorized to pay bounties till the 15th of October.

The importation for the bounty was limited to the ports of London, Aberyſtwyth, Beaumaris, Berwick, Boſton, Briſtol, Carliſle, Cheſter, Chicheſter, Colcheſter, Cowes, Dartmouth, Dover, Exeter, Falmouth, Harwich, Hull, Ipſwich, Lancaſter, Liverpool, Lyme, Lynne, Malden, Milford, Newcaſtle, Penzance, Plymouth, Pool, Portſmouth, Preſton, Rocheſter, Sandwich, Southampton, Stockton, Sunderland, Swanſea, Wells, Whitehaven, Whitby, Wiſbeach, Yarmouth, Aberdeen, Ayr, Alloa, Campbelltown, Dunfries, Dunbar, Dundee, Glaſgow, including Port-Glaſgow, Greenock, Kirkcaldy, Kirkcudbright, Leith, Lerwick, Montroſe, and Wigton.

Bounties, not exceeding three fifths of thoſe granted on imports from the Mediterranean, &c. were alſo allowed for all foreign corn lodged in warehouſes, and delivered out for conſumption in this kingdom within three months after paſſing the act. [*c.* 21]

The proviſion of 3,000 tuns of ſhipping, allotted by the act for renewing the Eaſt-India company's charter for the uſe of the private trade between India and London, was ſoon found to be very inadequate to the demands for freight. There were not, indeed, many Britiſh manufacturers who became adventurers to India on their own account: but the Britiſh reſident merchants in India required much more ſhipping than was provided for them by the act*. They complained, that the company's regulations frequently diſappointed them of freight, made inconvenient diſtributions of their goods in the ſeveral veſſels, and in many reſpects deranged the plans of their commerce. They wiſhed for liberty to employ veſſels built in India of teek wood, which they ſaid, could be built much cheaper than Britiſh veſſels, would laſt a vaſt deal longer, and conſequently could ſail on much lower freights; and they deſired no further exemption from the regulations eſtabliſhed by the company, than that their veſſels ſhould be free to load and ſail as the owners and freighters ſhould find moſt convenient for themſelves. But they could not prevail upon the company to depart from the eſtabliſhed rules ſo far as to give an unqualified permiſſion for India-built veſſels to ſail to Europe†.

An event, not foreſeen by either party, however, introduced thoſe ſhips into the trade between India and London. The Eaſt-India company, conſidering the diſtreſs occaſioned by the exorbitant price of corn, reſolved, with a ſpirit worthy of the greateſt trading company in the world, to import a large quantity of rice, for the relief of the country, from their ſettlements in India, and ordered it to be ſhipped in ſuch veſſels as could be taken up on the ſpot, on terms of freight for the cargoes of rice, with permiſſion to carry goods, not appropriated by the company for their own trade, from London to India for account of their owners. It was on this occaſion that veſſels, built and owned in India, firſt ploughed the Atlantic ocean, and ſailed into the Thames; and now alſo for the firſt time, India, which in all ages had ſupplied the weſtern world with articles, rather of ornament and luxury than of uſe, ſent to Europe an article neceſſary for the ſupport of life. It is to be regretted, that the accompliſhment of the company's benevolent intentions towards

* Though the company were obliged by the act to provide 3,000 tuns of ſhipping for the accommodation of private traders, the demands for freight *from* London to India were not, on an average of nine years, ſufficient to load one ſmall ſhip.

In the season 1793–4 the private freight was	919 tuns.	1798–9	374 tuns
1794–5	40	1799–1800	195
1795–6	31	1800–1	150
1796–7	252	1801–2	27 applied for but not shipped.
1797–8	none		

† Further facts, derived from more recent and correct information reſpecting this affair, will be found under the year 1800.

the public was attended with a very heavy loſs; for, before the rice arrived, the price of corn became ſomewhat more moderate; and the company's rice, imported at an expenſe of freight far beyond the uſual full price of it, was ſold very much under the coſt.

The rice ſhips, when they returned to India, carried cargoes conſiſting chiefly of French wines; cutlery; ironmongery; looking-glaſſes, window glaſs, wine glaſſes, and ornamental articles of glaſs; plated goods; Mancheſter goods; printed and ſtained linens*; ſilk and cotton hoſiery ware; gold and ſilver thread; iron in bars; lead in pigs; tin in blocks; copper in ſheets, and copper pans; broad cloths; long and broad ells; camlets, &c. †

The quays in the port of London, authorized by a commiſſion from the court of exchequer under the authority of an act of parliament in the year 1588, extend only 1419 feet on the north bank of the River Thames between London bridge and the Tower: and to this day they conſtitute the whole of the *legal* accommodation for the prodigious ſhipping trade of London, though that part of the river is too ſhallow to admit the ſhips now uſed in foreign trade. Theſe quays being utterly inadequate to the vaſtly increaſed extent of the buſineſs, the commiſſioners of the cuſtoms have occaſionally permitted the uſe of other landing places, which have thence been called *ſufferance wharfs*. In May 1789 they ſpecified five ſuch wharfs on the north ſide of the river below the Tower, and eighteen on the ſouth ſide, which they decreed to be *public wharfs*. Though theſe new-eſtabliſhed wharfs occupy twice as much lineal ſpace on the banks of the river as the old legal ones, the whole are ſtill very far from being ſufficient for the accommodation of the trade ‡, eſpecially in time of war, when large fleets of merchant ſhips arrive at once: and their detached and remote ſituations render them exceedingly inconvenient for the diſpatch of buſineſs.

The want of a ſufficient extent of ground for ſhipping and landing goods, and the evils ariſing from the monopoly thrown into the hands of the owners of the few legal wharfs, have long been ſubjects of complaint. In the year 1674 the merchants of London petitioned the houſe of commons for redreſs againſt a combination, which the whole body of the wharfingers had entered into. In the year 1711, when the tunnage of the veſſels belonging to London was not near one half of what

* The reception of ſuch goods in India, whence we uſed, not very long ago, to bring chintzes and other figured cotton ſtuffs for gowns and furniture, conſers great honour upon our Britiſh manufacturers.

† For this enumeration I am indebted to Mr. Dominicus, keeper of the company's warehouſe at Botolph wharf, who obligingly furniſhed me with it at the requeſt of Mr. Fraſer, one of the directors.

‡ If all the wharfs on the river with their warehouſes were appropriated to the reception of the one article of ſugar, they would not be ſufficient. The legal quays can ſtore only 32,000 hogſheads, and the ſufferance wharfs, 60,200. It has ſometimes happened that 120,000 hogſheads have arrived in the river in the courſe of three months; and, as all the wharfs were much crowded with other goods, the ſugars have been piled up to the height of ſix or eight tires of hogſheads, expoſed to be melted by rain, and plundered by thouſands of eager, watchful, and experienced, thieves.

it is now, the commiſſioners of the cuſtoms recommended to government to make a legal quay at Bridge-yard on the ſouth ſide of the river; but it was never executed. About the year 1762 the court of exchequer directed a part of the Tower wharf to be converted into a legal quay: but the part, to be reſerved for the crown, not being accurately ſpecified, the plan was allowed to fall to the ground.

Of late years the conſtruction of wet docks has been ſuggeſted by many public-ſpirited perſons, as the beſt expedient for obviating the evils occaſioned by the lumbered ſtate of the quays or wharfs, the too-great throng of veſſels on the river, (which has frequently been covered by near twice as many as could find convenient room on its ſurface, beſides the ſwarms of lighters and other craft attending them) and the prodigious loſs ſuſtained by delay and plunder *.

Weſt-India produce being peculiarly liable to ſuffer from depredation, and the many other evils flowing from the crowded ſtate of the port, and the Weſt-India trade having lately increaſed more than almoſt any other branch of trade in the port of London †, the merchants concerned in it, feeling themſelves, in their own intereſt and that of their friends in the Weſt-Indies, the greateſt ſufferers, and being fully convinced of the inefficacy of all the precautions they had hitherto taken againſt pilfering, took the lead in recommending the great utility of wet docks for relieving the river by drawing off a conſiderable number of veſſels from it, and giving diſpatch and ſecurity in diſcharging the cargoes, eſpecially thoſe of veſſels from the Weſt-Indies: and they appointed a committee of their own number to conſider the moſt effectual remedy, and draw up a plan for carrying it into execution.

The committee declared in their report, that '*the exiſtence of the Weſt-India trade at the port of London is neceſſarily connected with a more adequate proviſion for the diſcharge of ſhipping, and the warehouſing of produce, than the legal quays can poſſibly afford*;' a proviſion which may *unite economy, ſecurity, and diſpatch*; and that thoſe deſirable objects were moſt likely to be obtained by the conſtruction of a ſufficient extent of

* The depredations, committed by the vaſt variety of claſſes of thieves, who infeſt the river and its banks, are beyond what any perſon, wholely unacquainted with them, could think poſſible to be perpetrated. They are amply, perhaps almoſt fully, laid open by that able and patriotic magiſtrate, Mr. Colquhoun, in his *Treatiſe on the commerce and police of the River Thames*; and a brief account of them will be given when I come to the eſtabliſhment of the marine police in the year 1798.

† The following account of the ſugar and rum imported into London ſhows the increaſe in theſe two chief articles of Weſt-India produce.

in the year	cwt. of sugar.	gal. of rum.
1750	630,840	607,074
1760	1,047,796	669,358
1770	1,377,109	997,136
1780	1,176,371	1,236,579
1790	1,236,647	1,521,051
1792	1,345,559	1,631,020
1793	1,467,469	2,209,722
1794	1,809,908	1,911,646

wet docks at Wapping, connected by a canal with the river at Blackwall, and ſurrounded by wharfs, to be declared legal by act of parliament, and to be furniſhed with ſecure and ſpacious warehouſes. Being ſatisfied, from ſurveys made by able engineers, that the execution of their plan was practicable, they recommended an application to parliament for ſanction and incorporation, and a ſubſcription for a capital wherewith to carry on the work; which, to the amount of £800,000, was filled up on the 22d and 23d of December 1795.

December 31ſt—The directors of the bank of England made a reſolution to diminiſh the amount of their diſcounts. But they did not in fact reduce them lower in the enſuing year than they were in the year 1795, though they were far ſhort of the extent of accommodation required by the merchants of the metropolis.

It would be improper to neglect obſerving, that a new method of book keeping by ſingle *or* double entry, in which it is ſaid to be impoſſible, that the moſt trifling error can eſcape notice, was this year offered to the attention of the mercantile world by Mr. Jones. Several merchants and accountants, however, expreſſed their diſapprobation of Mr. Jones's method, which was moreover attacked by a number of authors on book keeping, who vindicated the old eſtabliſhed Italian ſyſtem. The conteſt may perhaps be productive of ſome improvement in that moſt important mercantile ſcience.

The corporation of the city of London this year beſtowed the ſum of £400 in bounties to ſuch fiſhermen as would ſell haddocks and cod at two pence per pound in Billingſgate market.

The following is the official ſtatement of the commerce of Peterſburg during this year.

Veſſels belonging to	arrived.	ſailed.
Ruſſia	65	74
Great Britain	533	529
Auſtria	1	1
Portugal	4	4
Spain	5	3
America	44	44
Denmark	86	85
Lubeck	39	40
Pruſſia	19	19
Dantzik	8	8
Holland	2	1
Hamburgh	4	4
Sweden	57	56
Oldenburg	4	4
Bremen	3	3
Courland	1	2
Roſtock	49	48
	924	925

By merchants of	Value of exports, Rubles.	Value of imports, Rubles.	Cuſtom duties, Rubles.	Bullion imported, Rubles.
Ruſſia	15,148,224	11,881,182		
Great Britain	6,670,159	19,123,940		
Auſtria	443,604	189,841		
Portugal	271,439	247,372		
Spain	66,150	71,445		
France	135,055	5,258		
Denmark	51,322	71,990		
Lubeck	13,660	3,892		
Italy	14,600	50		
Mecklenburg	9,078			
Holland	6,017	2,373		
Hamburgh	6,545			
Sweden	740	3,191		
Switzerland	3,140	711		
ſundry nations	61,993	14,931		
captains of veſſels	117,449	151,776		
Totals	23,019,175	31,767,952	3,229,064	204,300

Of the British vessels there were

for London	144	for Leith	28	for Dublin	13	for Jersey	1
Hull	101	Dundee	17	6 other ports in Ireland	15	for several ports on the continent of Europe	6
Liverpool	38	Grangemouth	14				
Portsmouth	21	12 other ports in Scotland	27				
Newcastle	15						
Woolwich	15						
Chatham	14						
Plymouth *	10						
21 other ports in England	50						
	408		86		28		7

Of the vessels belonging to the United states of America there were

for Boston	15	for Philadelphia	6	for ports in Europe	4
3 other ports in New England	14	New York, Baltimore, Charleston	3		

The Ruſſians have long carried on a very conſiderable over-land trade with China, of which it is proper to give a brief retroſpect, together with an account of its modern ſtate.

In the beginning of the ſeventeenth century the Ruſſians obtained ſome Chineſe goods by the agency of the Calmucs. In the year 1689 a free trade between Ruſſia and China was eſtabliſhed by a treaty. By a ſubſequent treaty in 1692 it was agreed that the trade, hitherto conducted by individuals, ſhould be carried on by caravans, a caravanſerai in Pekin being allotted for their reſidence, and their expenſes, while there, being defrayed by the emperor. The regular trade, thus conducted, was monopolized by the Ruſſian emperor. Private Ruſſian merchants, however, ſtill continued to travel to Pekin; and Ruſſian and Chineſe merchants alſo met at an annual fair held on the confines of Siberia and the Mongol territories, where they exchanged their commodities. In the year 1727 the private traders were prohibited from going beyond the frontiers; and thenceforth the caravans, not exceeding two hundred perſons, were permitted to reſort to Pekin only once in three years †. For the accommodation of the individual merchants of both nations, a ſtation of intercourſe was appointed on the banks of a ſmall brook, called the Kiakta, on the frontiers of the two empires, being 3,676 miles from Moſcow, and 1,025 from Pekin. On each ſide of the brook a ſmall fortified town was erected. The Ruſſian one took the name of the brook; and the Chineſe called theirs Maimatſchin (fortreſs of commerce). At each poſt a governor preſides, and has a ſmall body of ſoldiers under his command. Maimatſchin contains 200 houſes and about 1,200 men. Every merchant is a partner of a houſe in ſome of the principal northern cities of China, and generally reſides

* All the veſſels for Woolwich were entirely loaded with hemp: thoſe for Chatham carried hemp, maſts, and other timber: and thoſe for Portſmouth and Plymouth, iron, hemp, timber, &c.

† In almoſt all ages the Chineſe appear to have been inſenſible of any advantage derived to them from foreign trade; and accordingly, inſtead of inviting it, as other nations do, they merely tolerate, with ſome degree of reluctance, a very rigorouſly reſtricted reſort of foreigners to their country.

only about a year at a time, his place being ſupplied by another partner, who brings a freſh aſſortment of goods. There is not one woman in the place, the Chineſe policy not permitting the ſex to be expoſed to any intercourſe with foreigners. Since the year 1755 no caravans have traveled to Pekin. The empreſs Catherine having in the beginning of her reign renounced the monopoly, the trade has ever ſince been free to all Ruſſian ſubjects: and from that time, except a ſuſpenſion between the years 1785 and 1792, owing to ſome miſunderſtandings, it has continued to be carried on with very conſiderable advantage to all concerned, the following being the principal articles of it.

Ruſſian merchandize.

Furs, and skins, of ſea otters, beavers, foxes, wolves, bears, Bucharian lambs, Aſtracan sheep, martens, ſables, ermines, grey ſquirrels, &c. from Siberia and the islands near America, and alſo a conſiderable quantity from Hudſon's bay and Canada, imported from Great Britain. The goods of this claſs conſtitute the moſt important part of the trade.

Cloth of Ruſſia, England, Pruſſia, and France: camlets, calimancoes, druggets, and flannels, of Ruſſian and foreign manufacture.

Velvets, and rich ſtuffs.

Ruſſia linens, Ruſſia leather, tanned leather, looking-glaſſes, glaſs ware, hardware, tin, Ruſſian talc, &c.

Camels, horſes, horned cattle, dogs of various ſpecies.

Meal and other proviſions.

Chineſe merchandize.

Raw ſilk in large quantities *.

Silk ſtuffs of all kinds.

Cotton in large quantities, and cotton yarn.

Cotton ſtuffs, particularly that called by us nankeen, of red, brown, green, and black colours.

Teas, eſteemed ſuperior in flavour to thoſe brought to Europe by ſea.

Porcelain, ſome of it adorned with figures from European deſigns.

Japanned cabinets, tables, chairs, boxes, and other ornamental furniture.

Canes, fans, artificial flowers, and other toys.

Skins of tigers and panthers.

White lead, vermilion, and other colours.

Tobacco.—Rice.—Sugar-candy.

Preſerved ginger, and other ſweet-meats.

Rhubarb, muſk, nitre, ſal-ammoniac, &c.

Rubies, and other pretious ſtones.

The goods openly ſold by the Ruſſians at Kiakta, and paying the imperial cuſtoms, amount to about a million and a half of rubles annually, and thoſe bought from the Chineſe to near as much, the balance being paid in gold and ſilver bullion: and the clandeſtine trade is eſtimated equal to a fifth of the legitimate. Perhaps no weſtern nation beſides Ruſſia ever received a balance of the pretious metals from China.

At Zurukaitu, another frontier ſtation, there is alſo ſome trade, and at a few other places; but all on a trifling ſcale.

The goods are carried from Ruſſia to Tobolſk by land, and thence are forwarded partly by navigable rivers: but, owing to froſts, rapids, and other obſtructions, the merchants often prefer the conveyance by ſledges in the winter, and arrive at Kiakta about February. In their

* Mr. Coxe ſays, the exportation of raw ſilk is prohibited under pain of death. It is certain that raw ſilk is taken in at Canton by our Eaſt-India company's ſhips, and, I preſume, not clandeſtinely.

return, the ſeaſon, and alſo generally the courſes of the rivers, being more favourable, navigation is uſually preferred wherever practicable. This, as it is apparently the greateſt and moſt extenſive, is alſo the moſt diſtant, inland trade that ever was conducted by the merchants of two nations without the intervention of thoſe of intermediate countries *.

The following is an Account of the veſſels belonging to the Britiſh dominions, with their regiſtered tunnage and uſual number of men, on the 30th of September 1795.

	Veſſels.	Tuns.	Men.
England	10,827	1,207,898	84,950
Scotland	2,013	142,624	11,690
Ireland	1,099	58,778	5,598
Colonies	2,411	148,840	12,127
Guernsey, Jersey, &c.	159	11,265	1,079
Mann	219	5,046	1,023
Total	16,728	1,574,451	116,467

There were built and registered in the ſeveral ports of the British dominions, in the course of this year,

719 veſſels measuring 72,181 tuns.

The net revenue of the customs, paid into the exchequer in the course of this year, was

from the custom-house in London	£3,535,184	0	0
from the custom-house in Edinburgh, no remittance.			
the West-India duty of four and a half per cent	34,176	14	0
Total net revenue of the customs of Great Britain	£3,569,360	14	0

There were coined at the mint, in the course of this year,

10,560 pounds of gold, value	£493,416	0	0
and 94 lb. 8 oz. 10 dwt. of silver, value	295	5	0
	£493,711	5	0

* For this account of the Ruſſian commerce with China, I am chiefly indebted to Mr. Coxe's *Account of the Ruſſian diſcoveries, part* ii, *cc.* 2-6.

The following is an Account of the number of veſſels with their tunnage and men, including their repeated voyages, which entered inward, and cleared outward, in the ports of Great Britain, during the year 1795.

ENGLAND.												Countries, &c. from and to	SCOTLAND.											
Inward.						Outward.							Inward.						Outward.					
British.			Foreign.			British.			Foreign.				British.			Foreign.			British.			Foreign.		
Veſſels.	*Tuns.*	*Men.*	*Veſſels.*	*Tuns.*	*Men.*	*Veſſels.*	*Tuns.*	*Men.*	*Veſſels.*	*Tuns.*	*Men.*		*Veſſels.*	*Tuns.*	*Men.*	*Ves.*	*Tuns.*	*Men.*	*Veſſels.*	*Tuns.*	*Men.*	*Ves.*	*Tuns.*	*Men.*
46	5,562	304	550	99,073	5,761	196	39,598	1,982	444	81,507	4,574	Denmark & Norway	18	1,325	78	166	16,559	1,181	64	7,007	408	69	7,532	496
551	135,557	6,163	5	1,100	53	434	104,407	4,882	14	3,502	161	Ruſſia	136	15,958	917	..	..	..	86	10,041	608			
4	548	30	2	370	19	2	225	11	2	482	25	Courland												
94	20,854	929	..	.. ..	..	66	14,957	706	2	496	19	Livonia												
75	10,261	540	137	18,184	1,081	65	10,878	569	119	15,157	935	Sweden	69	5,324	353	4	298	28	77	7,381	482	3	238	22
11	2,164	105	5	1,189	60	16	3,493	175	1	265	12	Poland	8	762	44	..	..	..	4	455	23			
292	61,351	2,889	310	47,450	2,267	175	39,575	1,882	306	42,349	2,206	Pruſſia	70	11,878	581	7	676	37	19	3,034	161	5	372	24
67	14,320	645	39	10,353	477	30	7,081	344	31	8,244	408	Dantzik	1	154	8	..	..	..	2	232	15			
136	27,842	1,539	66	9,112	480	163	25,830	1,396	163	24,634	1,320	Germany	41	4,039	230	..	..	..	25	2,431	155	7	652	49
10	1,020	62	36	6,188	284	23	3,005	175	60	10,330	549	Bremen												
82	14,278	645	156	31,899	1,436	69	12,195	638	236	41,308	2,066	Hamburgh												
37	4,017	396	93	12,692	666	8	817	51	21	3,772	210	Holland	3	224	14	6	708	42						
..	.. ..	..	64	7,988	503	..	.. ..	..	14	1,669	100	Flanders	..	.. ..	..	1	35	6						
11	2,586	135	188	19,401	1,293	7	627	41	81	5,977	504	France	..	.. ..	..	1	54	5						
320	44,274	2,497	35	4,100	262	193	25,929	1,584	88	14,632	872	Portugal												
14	1,056	70	3	274	18	4	353	21	2	196	13	Azores	24	2,728	174	..	..	..	19	2,063	138	2	370	20
1	369	19	1	118	9	1	113	8	16	5,859	414	Madeira												
193	25,336	1,444	73	10,459	678	110	12,298	763	66	9,491	594	Spain	8	1,080	66	..	..	..	13	1,474	96			
12	1,801	101	..	.. ..	..	8	1,021	66	1	150	8	Canaries	..	.. ..	..	..	..	..	3	488	36			
8	1,870	109	..	.. ..	..	25	3,345	201				Straits and Gibraltar	..	.. ..	..	..	..	..	1	110	5			
23	3,119	202	1	310	16	78	9,949	617	23	3,737	216	Italy	3	393	22	..	..	..	6	502	36			
..	.. ..	..	1	130	11							Genoa												
40	6,986	356	3	470	22	14	2,453	143	6	875	50	Leghorn												
5	605	31	..	.. ..	..	6	841	53	2	334	17	Naples												
4	503	29										Sicily												
3	411	25										Sardinia												
19	5,809	329										Corſica												
15	1,730	94	4	700	53	2	226	14	6	1,012	68	Venice												
7	1,227	69	1	200	14	8	1,683	99				Turkey												
4,607	437,241	25,405	73	10,154	539	5,109	448,406	26,754	10	900	58	Ireland	1,211	70,389	5,892		..	..	1,133	58,941	4,894	1	150	6
227	9,359	776	..	.. ..	..	266	9,977	775				Mann	29	759	90		..	..	9	362	30			
399	26,302	1,921	12	1,574	90	508	30,482	2,203	2	143	13	Guernſey, &c.	4	324	14		..	..	6	498	25			
37	10,185	1,376	..	.. ..	..	34	9,135	1,249				Greenland	10	2,613	353		..	..	10	2,613	352			
28	6,071	477	..	.. ..	..	33	8,333	725				Southern fiſhery												
12	2,103	119	367	74,222	3,682	10	2,113	150	456	90,327	4,771	America. United ſtates	5	746	45	15	3,260	160	..	.. ..	..	14	3,015	152
182	25,457	1,551	..	.. ..	..	234	30,783	2,113				America. British colonies	10	1,198	83	..	..	..	35	5,528	370			
3	793	70	..	.. ..	..	3	786	88				America. Hudſon's bay												
2	499	26	..	.. ..	..	3	599	42	2	246	16	America. Florida												
7	1,786	92	..	.. ..	..	5	1,407	67				America. Honduras												
585	144,198	8,145	..	.. ..	..	409	112,057	7,953				Weſt-Indies. British	55	10,108	608	..	..	..	72	12,099	887			
22	3,989	337	1	300	16	2	578	56	10	2,126	128	Weſt-Indies. Foreign	4	520	38	..	..	..	1	133	10			
64	46,299	5,617	..	.. ..	..	47	34,719	4,014				Aſia												
..	.. ..	..	..	.. ..	..	2	711	54				New Holland												
14	2,126	194	3	430	31	101	18,234	2,268	1	370	20	Africa												
4	399	24	..	.. ..	..	7	839	50				Barbary												
..	.. ..	..	..	.. ..	..	..	.. ..	..	1	160	11	Cape Verde												
8,273	1,112,263	65,893	2,217	368,440	19,821	8,476	1,030,058	64,982	2,180	370,238	20,356		1,709	130,522	9,610	200	21,590	1,459	1,585	115,392	8,731	101	12,329	769

A. D. 1795.

The official value of the imports and exports of Great Britain during the year 1795 was as follows.

Countries, &c.	Imported into ENGLAND.	Imported into SCOTLAND.	Exported from ENGLAND. British merchandize.	Exported from ENGLAND. Foreign merchandize.	Exported from ENGLAND. Total.	Exported from SCOTLAND. British merchandize.	Exported from SCOTLAND. Foreign merchandize.	Exported from SCOTLAND. Total.
Denmark and Norway	£127,528 6 6	£26,807 11 10	£160,357 4 8	£322,660 4 1	£483,017 8 9	£14,665 10 6	£781 1 5	£15,446 11 11
Russia	1,507,429 5 11	350,548 18 10	347,874 6 6	466,560 15 8	814,435 2 2	45,626 9 0	2,205 8 11	47,831 17 11
Sweden	259,120 13 2	35,491 7 1	43,689 4 4	77,942 8 7	121,631 12 11	3,615 13 1	2,130 12 6	5,746 5 7
Poland	133,471 13 0	4,036 1 2	15,138 3 10	74,217 6 0	89,355 9 10	74 0 0	.. ..	74 0 0
Prussia	388,766 19 6	23,744 13 0	88,670 9 0	181,466 13 9	270,137 2 9	273 0 4	0 8 4	273 8 8
Germany	930,929 14 5	89,703 0 4	1,700,755 2 9	6,291,028 7 9	7,991,783 10 6	59,377 19 4	20,847 16 2	80,225 15 6
Holland	115,758 4 10	3,828 5 0	1,781 17 4	109,333 18 1	111,115 15 5	.. ..		
Flanders	4,287 2 0	.. ..	.. ..	13,508 1 10	13,508 1 10	.. ..		
France	10,362 11 6	.. ..	.. ..	78,652 17 6	78,652 17 6	.. ..		
Portugal	790,047 19 9	52,746 7 1	502,724 2 6	48,025 18 1	550,750 0 7	5,633 6 6	.. ..	5,633 6 6
Madeira	5,755 15 10	.. ..	135,272 19 3	16,766 11 8	152,039 10 11	230 2 11	84 6 0	314 8 11
Spain	977,824 2 11	15,029 10 7	333,443 19 6	100,129 19 3	433,573 18 9	4,057 15 2	199 5 5	4,257 0 7
Canaries	15,082 12 2	.. ..	30,027 15 7	662 14 10	30,690 10 5	2,082 14 11	.. ..	2,082 14 11
Straits	4,130 4 10	.. ..	4,186 11 1	1,531 1 5	5,717 12 6			
Gibraltar	13,902 16 6	.. ..	102,164 4 3	31,442 14 4	133,606 18 7	981 3 6		981 3 6
Italy	513,171 7 10	3,927 19 6	553,943 1 1	267,621 13 4	821,564 14 5	7,754 13 2		7,754 13 2
Venice	79,779 9 10	.. ..	6,580 6 10	27,735 10 4	34,315 17 2			
Turkey	84,299 14 6	.. ..	51,800 18 6	98,137 14 9	149,938 13 3			
Ireland	2,386,186 7 7	250,519 6 7	1,303,487 16 0	1,132,792 16 1	2,436,280 12 1	119,782 9 0	52,400 14 8	172,183 3 8
Mann	28,240 0 7	1,044 1 11	21,066 0 0	12,878 0 2	33,944 0 2	814 9 7	5,473 17 6	6,288 7 1
Guernsey, &c.	110,225 9 7	2,887 19 1	116,661 4 11	71,132 9 9	187,793 14 8	2,005 2 0	.. ..	2,005 2 0
Greenland	70,127 1 4	20,188 3 8	11 16 8	624 10 0	636 6 8			
America. United states	1,295,237 12 4	56,899 3 3	4,687,105 15 5	354,704 7 4	5,041,810 2 9	205,466 11 6	6,842 4 4	212,308 15 10
America. British colonies	287,067 16 7	27,693 13 5	759,917 8 10	153,418 9 5	913,335 18 3	66,522 16 4	19,927 10 4	86,450 6 8
West Indies. British	4,374,199 19 4	271,772 12 6	1,931,581 19 6	411,145 8 5	2,342,727 7 11	296,490 18 3	17,010 13 6	313,501 11 9
West Indies. Foreign	251,895 12 9	31,651 7 0	78,021 14 11	13,871 13 9	91,893 8 8	13,007 3 6	626 1 6	13,633 5 0
Asia	5,760,795 15 5	.. ..	2,298,109 2 5	84,421 15 4	2,382,530 17 9			
New Holland	14 12 10	.. ..	424 13 5	403 3 4	827 16 9			
Africa	64,755 3 9	.. ..	209,730 7 11	211,782 18 5	421,513 6 4			
Sierra Leona	342 5 11	.. ..	5,222 16 7	1,995 11 4	7,218 7 11			
Prize goods	877,632 15 1	.. ..						
Totals	21,468,369 8 1	1,268,520 1 10	15,489,751 3 7	10,656,595 14 7	26,146,346 18 2	848,461 18 7	128,530 0 7	976,991 19 2

Summary.

			British merchandize.	Foreign merchandize.	Totals.
Imports of	England	£21,468,369 8 1			
	Scotland	1,268,520 1 10			
		£22,736,889 9 11			
Exports of	England		£15,489,751 3 7	£10,656,595 14 7	£26,146,346 18 2
	Scotland		848,461 18 7	128,530 0 7	976,991 19 2
			£16,338,213 2 2	£10,785,125 15 2	£27,123,338 17 4

1796, February 16th—The Dutch iſland of Amboyna, with its dependencies, was ſurrendered to Admiral Rainier, immediately on his arrival there with a ſquadron of Britiſh ſhips of war and a detachment of the Britiſh Eaſt-India company's forces from Madras. The government of the Banda iſlands on the firſt ſummons followed the example of Amboyna (March 8th) and both theſe chief ſettlements were acquired without firing a gun.

At Amboyna the admiral found 81,112 rix dollars in the Dutch Eaſt-India company's treaſury, and 515,940 pounds of cloves in their ſtores. At Banda he found 66,675 rix dollars, 84,777 pounds of nutmegs, 19,587 pounds of mace, and merchandize and ſtores to a great amount.

Amboyna, the firſt conqueſt of the Dutch Eaſt-India company in the Indian ocean, though a ſmall iſland, was eſteemed the chief of their poſſeſſions in the Molucca iſlands, and was the capital ſeat of a government comprehending all the Dutch ſettlements on the iſlands of Amboyna, Ceram, Bouro, Amblauw, Manipa, Kelang, Bonoa, Ceram-laut, Nouſſa-laut, Honimoa or Sapparoua, and Oma or Harocha, the three laſt of which are known by the general name of the Uliaſſers. The bay of Amboyna is one of the ſtrongeſt natural harbours in the world. The ſoil, though not very fertile, produces moſt of the tropical fruits; the ſago tree and the clove tree being the two principal objects of cultivation, the former of which furniſhes the inhabitants the chief article of their ſubſiſtence. But that which has ever engaged the principal attention of the Dutch government, was the clove, which though not an indigenous production of Amboyna, has been the ſtaple article of it and the iſlands of Nouſſa-laut, Honimoa, and Oma, to which the Dutch government have endeavoured to confine that ſpice by prohibiting the cultivation of it under ſeveral penalties, and extirpating the trees, in all other places under their dominion, and giving ſubſidies to the petty princes of ſome iſlands not belonging to them, in conſideration of being allowed to extirpate the clove trees in their dominions. But it is no eaſy undertaking to counteract the ſpontaneous bounty of Nature; and the clove trees ſtill grow, and produce their rich ſpice, in many countries not within the graſp of Dutch monopoly.

The province of Banda, the ſecond of the Dutch governments to the eaſtward of Batavia, conſiſts of a cluſter of ſix ſmall iſlands. Neira, the chief of them, has a good harbour, but of difficult acceſs. The moſt valuable productions of them are nutmeg and mace; and the ſame ſyſtem of extirpation has been followed with reſpect to them in all the adjacent iſlands, as with reſpect to the cloves. The nutmegs coſt the Dutch company about $4\frac{1}{2}d$, and the mace about $12\frac{1}{2}d$ ſterling per pound.

The conſumption of ſpices in Europe, formerly ſo prodigiouſly great, as to render the poſſeſſion of the countries which produced them the

great fountain of the vaſt wealth and power of the Dutch Eaſt-India company, and the cauſe of much animoſity and of many enormities in India, has of late fallen off ſo much, that the monopoly of the trade is no longer worth preſerving at the enormous expenſe of keeping the iſlands, every one of which coſt the Dutch company much more for its eſtabliſhment, than it has for many years produced.

April 22[d]—The Dutch colonies of Demararay and Iſſequibo on the continent of South America were ſurrendered without any reſiſtance to the Britiſh forces under General Whyte and a few ſhips commanded by Captain Parr. They contained at this time 156 plantations, and 20,600 negroes: but the cultivation was ſoon carried to a much greater extent by the capital and enterpriſe of Britiſh planters.

May 25[th]—The iſland of S[t]. Lucie in the Weſt-Indies, which was taken from the French in the year 1794, and retaken by the French inhabitants in 1795, was now again reduced to the Britiſh dominion, after a ſtrenuous reſiſtance on the part of the French, by the forces under General Sir Ralph Abercromby and Admiral Chriſtian.

March 24[th]—The following acts of parliament were continued for limited times, viz.

The act permitting the importation of lumber from the Britiſh provinces in America, free from duty, to continue till 29[th] September 1802.

So much of the act 8 Geo. I, c. 15, as relates to the encouragement of the ſilk manufacture, and to taking off ſeveral duties on merchandize exported, continued till 24[th] June 1802.

The act 8 Geo. I, c. 18 to prevent the clandeſtine running of goods, and the danger of infection thereby, &c. to continue till 29[th] September 1802.

The act for encouraging the cultivation of coffee, except that part of it relating to the importation and exportation of foreign coffee in the Britiſh colonies in America, continued till 24[th] June 1802.

The act for the free importation of cochineal and indigo, continued till 29[th] September 1802.

The act for granting bounties on certain ſpecies of Britiſh and Iriſh linens exported, and taking off the duties on the importation of foreign yarn made of flax, continued till 24[th] June 1797.

The act for importing ſalt from Europe into the province of Quebec, continued till 24[th] June 1802.

The act for encouraging the manufacture of leather by lowering the duties on the importation of oak bark, when it is above a certain price, continued for ſeven years more.

The act for encouraging the manufactures of flax and cotton by allowing drawbacks of the duties on ſoap, &c. uſed in them, continued till 24[th] June 1797.

The act for allowing the importation of rape ſeed, and other ſeeds producing oil, when Britiſh rape ſeed exceeds a certain price, continued till 24th June 1797.

So much of the act 19 Geo. III, c. 22, as allows a drawback of the duties on rum ſhipped as ſtores for merchant veſſels, continued till 5th July 1801.

Several clauſes of the act 5 Geo. I, c. 11, againſt clandeſtine running of uncuſtomed goods, relating to taking in goods at ſea, &c. continued till 29th September 1802.

The act for puniſhing perſons who go armed in defiance of the revenue laws, continued till 29th September 1802.

The act for the free importation of raw hides and ſkins from Ireland and the Britiſh plantations in America, continued till 1st June 1803.

So much of the act 33 Geo. III, c. 61, as impoſes duties on ſpirits made in Scotland and carried to England, continued till 1st December 1802. [36 *Geo. III, c.* 40]

April 26th—The prohibition of the exportation of rock ſalt, which had taken place in virtue of repeated orders of the king in council, not being according to law, an act was paſſed for indemnifying all perſons, who had been concerned in adviſing it, or carrying it into execution. His Majeſty was alſo authorized to prohibit by proclamation, or order in council, the exportation, or coaſting carriage, of rock ſalt, at ſuch times, and with ſuch exceptions and regulations as he ſhould think proper. [*c.* 53]

The port of Scarburgh in the iſland of Tobago was made a free port for the admiſſion of foreign ſingle-decked veſſels for the importation and exportation of the ſame goods, and under the ſame regulations, which were formerly enacted for the free ports in Jamaica and ſome other iſlands in the Weſt-Indies. [*c.* 55]

The ports of Barnſtaple, Biddeford, Bridgewater, Bridport, Cardiff, Cardigan, Carnarvon, Fowey, Newhaven, Scarburgh, Shoreham, Weymouth, Borrowſtownneſs, Perth, Grangemouth, and Port-Dundas, were added to thoſe appointed by the act c. 21 of this preſent ſeſſion (in 1795) for the entry of foreign wheat and other grain imported for the bounties. [*c.* 56]

The makers of metal buttons having repreſented, that their manufacture had for many years been a great, and till of late an increaſing, branch of trade in this kingdom, and that it had fallen off very much in conſequence of ſtamping buttons of inferior qualities, as if they were of better qualities, and other fraudulent practices, by which the manufacture was in danger of being loſt to this country, an act was paſſed, preſcribing the proportion of gold to be put on gilt, double-gilt, and triple-gilt, buttons, &c. and prohibiting the mixture of but-

tons of different qualities, making falſe marks or invoices, and other modes of deception. [*c.* 60]

May 14th—The ſum of £7,500,000 was raiſed by a loan, the ſubſcribers to which received £120 in the three-per-cent conſolidated fund, £25 in the three-per-cent reduced fund, and a terminable annuity of 5*s*. 6*d*. for 63¾ years, for every £100 paid in by them. [*c.* 74] The capital of the debt thus created amounted to £8,934,200 in the conſolidated, and £1,859,625 in the reduced, fund, beſides an annual charge of £20,582 : 7 : 6, payable till January 1860*.

Many foreign veſſels, the owners of which intended to take the benefit of the acts 35 Geo. III, c. 15 and c. 80, and of the orders in council of January 1795, having been at ſea till the time allowed was expired, it was thought proper to authorize the admiſſion of them to entry by orders in council, as a meaſure conducive to the benefit of the commerce of this kingdom. Thoſe entries were therefor now legalized; and the veſſels and their cargoes were placed in the ſame ſituation, as if the letter of the law had been ſtrictly complied with. The adviſers and conductors of the meaſure were alſo indemnified for the legal informality.

It being alſo thought beneficial to the commerce of this kingdom, under the ſpecial circumſtances of the commerce of Europe, and particularly of that of the United provinces, to extend the time limited for the entry of veſſels, the owners of which might not chuſe to ſend them back to the ports of the United provinces, and of all other veſſels belonging to any friendly country, which might be in ſearch of a place wherein to depoſit their goods, the parliament directed, that they ſhould be admitted, by order in council, into the ports of this kingdom till the 22d of February 1797, on the ſame terms as if they had been within the terms preſcribed by the orders in council of 16th and 21st January 1795†. [*c.* 76]

Some difficulties having ariſen in aſcertaining the duties upon mahogany rated by the meaſure, they were directed to be rated by weight, as follows.

Mahogany of the growth of the Bahama iſlands, or of the Britiſh diſtrict in the province of Yucatan in the Bay of Honduras, if imported directly from the place of its growth, to pay 30*s*, and mahogany, the growth of any other place, or mahogany not imported directly from the place of its growth, to pay £3, per tun of twenty hundredweight; and the whole duty to be drawn back on exportation. [*c.* 78]

For the encouragement of the manufacture of black-lead melting

* Theſe ſums ought to have been £9,000,000, £1,375,000 and £20,625: but were reduced by ſome of the ſubſcribers being defective in their payments.

† the time was further extended by act 37 Geo. III, c. 12.

pots, the duty payable on the importation of foreign black lead was reduced to one ſhilling per hundredweight, half the duty being allowed as drawback on exportation. [*c.* 79]

The diſtillers being prohibited by the act, c. 2 of this ſeſſion, from uſing melaſſes of the manufacture of this kingdom, it was thought expedient for the benefit of the diſtilleries, to permit the importation of melaſſes, either in Britiſh or foreign friendly veſſels, from any part of Europe till the 24th of June 1796, on paying a duty of 11*ſ*7 per hundredweight; and alſo from any country out of Europe, not belonging to Great Britain, till the 1st of February 1797, on paying a duty of 3*ſ* per hundredweight, if imported by Britiſh veſſels, and 6*ſ*, if imported by foreign veſſels. [*c.* 71]

The laws for the prevention of ſmuggling being ſtill found inſufficient, and goods being frequently landed in the abſence of the revenue officers, it was enacted, that no goods whatever, except diamonds, jewels, pretious ſtones, pearls, bullion, and freſh fiſh, ſhould be landed without the preſence of the proper officer, either on Sundays, holidays, or any other days.—The officers of the revenue are directed to take poſſeſſion of all wines, which have been allowed to lie ten days upon the quay after being landed, to lodge them in the king's warehouſes, and there retain them till the duties are paid, together with rent at the rate of ſixpence per week for every caſk, and charges of removal: and on failure of payment within three months after the wines are warehouſed, the officers are directed to ſell them for the payment of the duty and charges. [*c.* 82]

The majority of the partners of the million bank, which was eſtabliſhed in the year 1695 by a deed enrolled in chancery, having reſolved to diſcontinue their buſineſs, and divide their funds, the parliament authorized the diſſolution of their partnerſhip, and preſcribed the regulations to be obſerved for ſecuring the property of dead or abſent partners. [*c.* 91]

May 18th—The ſum of £780,000 was raiſed by a lottery of 60,000 tickets, on which there was a profit to the public of £280,000. [*c.* 104]

The following acts for encouraging the manufacture of ſail-cloth and cordage, were continued till 29th September 1799.

The act 33 Geo. III, c. 17, for encouraging and regulating the manufacture of ſail-cloth in Great Britain.

The act 9 Geo. II, c. 37, for encouraging and regulating the manufacture of Britiſh ſail-cloth, and for ſecuring the duties on foreign ſail-cloth imported.

The act 19 Geo. II, c. 27, for ſecuring the duties on foreign ſail-cloth, and for charging a duty on foreign-made ſails.

Alſo, the act 6 Geo. III, c. 45, as far as relates to granting a bounty,

on exportation of Britiſh-made cordage, was prolonged for four years. [*c.* 108]

The officers of the cuſtoms were directed to require no ſufferance, warrant, tranſire, or other document, whatever, nor any fee or gratuity, at ſhipping, or landing, lime, lime-ſtone, chalk, ſand, marle, or dung, carried by ſea from one part of the coaſt to another. [*c.* 110]

Arrow-root from the Britiſh plantations in America was permitted to be imported in Britiſh veſſels without paying any duty.—Lintſeed cakes and rape cakes were alſo allowed to be imported from any country whatever in Britiſh veſſels free from any duty. [*c.* 113]

'Whereas the retailing of fiſh at Billingſgate would be of great pub-'lic utility and convenience, and tend materially to reduce the ex-'orbitant price of fiſh,' all perſons are permitted to ſell any fiſh whatever by retail at Billingſgate, as well as elſewhere, on the ſame day on which they were previouſly ſold *once* before by wholeſale; the hour of commencing the retail market, and all other matters concerning it, being under the direction of the lord mayor, aldermen, and common council of London. [*c.* 118]

May 19th.—The navy, victualing, and tranſport, bills, made out before 31st May 1795, together with the intereſt due upon them to 30th April 1796, were funded, the holders of them receiving £105 in the five-per-cent fund for every £100. In like manner the holders of ſuch bills made, out after 31st May and before 1st October 1795, received £104 in the ſame fund for every £100. [*c.* 122] The amount of the capital thus created was £4,414,074 : 4 : 6.

An additional cuſtom duty of £30 was impoſed on every tun of French wine, and of £20 on all other wines, imported after the 17th of April 1796, or which was then onboard any veſſel which had arrived before that day, or in any lighter or other craft, or upon any pier, quay, or wharf, or in the repoſitories of the Eaſt-India company, or in any warehouſe under the locks of the revenue officers.—An additional exciſe duty of £30 per tun was alſo impoſed on all French wine, and of £20 on all other wines, which ſhould be found on the firſt actual ſurvey of the proper officer of exciſe after the 17th of April in the poſſeſſion of any dealer in wine, or ſhould be ſold by auction, the additional duties impoſed by the laſt ſeſſion of parliament, or by this act, being unpaid. [*c.* 123]

Acts were paſſed for repairing and improving the harbour of Swanſea in Glamorgan-ſhire and that of Great Grimſby in Lincoln-ſhire; alſo for ſeveral canals in various parts of the united kingdom; and for draining and improving ſeveral tracts of marſh land.

The following extracts from the voluminous accounts, annually preſented by the directors of the Eaſt-India company to parliament, ſhow the ſtate of their affairs on the 1st of March this year.

Account of the proceeds of the sales in Great Britain, and of the receipts, charges, and payments.

Receipts.				*Payments.*			
Cash in the treasury (1st March) (exclusive of duty on tea)	£434,330	16	1	Customs	£811,369	4	10
Company's goods sold	6,131,893	19	7	Freight and demurrage	1,275,516	8	6
Board of ordnance for saltpetre	60,000	0	0	Goods and stores exported	1,227,632	3	11
Private trade goods sold	996,332	10	2	Indian debt	508,856	17	6
Charges and profit on private trade	148,417	9	0	Bills from India	439,940	18	7
Customs on ditto	133,582	18	10	Ditto from China	473,084	0	5
Freight on ditto	24,995	10	3	Bullion exported	264	19	4
Bank on loan	150,000	0	0	Purchase of tea in Europe	54,491	15	4
Interest on the company's annuities transferred to the bank	36,226	15	10	Charges on merchandize, including supercargo's commissions, and interest	634,664	5	3
Persons returned from India	3,500	0	0	Alms-houses at Poplar	873	1	0
Annuities received for proprietors	69	10	1	Indigo contractors	10,484	15	11
				Dividends on stock and interest on bonds	722,172	7	11
				Bonds paid off and bought	12,000	0	0
				Ditto paid in on sales	498,225	0	0
				Chinsurah cause	120,097	15	4
				Seamen for government	30,000	0	0
				Proprietors of private trade	840,102	5	5
				Buyers of tea returned	175	17	2
				Balance 1st March 1796	459,397	13	5
	£8,119,349	9	10		£8,119,349	9	10

A statement of the debts due by the company, and of their cash in the treasury, and other effects in Great Britain and afloat, on the 1st of March 1796.

Bonds bearing interest at four per cent	£1,499,325	Due by government	£1,207,560
Bonds not bearing interest	20,267	Cash for balance 1st March	439,130
Bills of exchange from China	879,442	Ditto reserved to pay off bonds advertised for payment	20,267
Ditto from India	132,489	Goods sold and not paid for	2,250,000
India debt	1,082,527	Goods in England unsold	5,629,926
Bonds to the creditors of the rajah of Tanjore	235,198	Cargoes of two ships arrived but not delivered	14,610
Customs on goods	914,527	Cargoes from England, not arrived in India and China at the dates of the several accounts of quick stock	1,151,749
Bank for two loans	850,000	Exports paid for, exclusive of bullion	412,828
Ditto for interest	11,333	Silver in the treasury	1,423
Freight and demurrage	554,950	Advanced to owners of ships not arrived	181,228
Supercargo's commissions	74,000	Value of East-India house and warehouses	507,309
Proprietors of private trade	421,200	Do. of shipping and craft, exclusive of those abroad	42,350
Owing on account of Dutch goods sold under the act 35 Geo. III, c. 80	292,974	Due from government for stores and supplies	141,232
Alms-houses at Poplar	73,762	Owing by sundry persons returned from India	24,700
Interest on military fund more than applied	34,455		
Ditto on contingent ditto	7,494		
Warrants passed the court	32,200		
Owing in department of shipping, exclusive of exports	142,600		
Owing for exports of former seasons	108,566		
Owing for teas returned by buyers, and resold	1,160		
Interest on bonds	48,990		
Dividends on stock	57,241		
Balance in favour	4,549,612		
	£12,024,312		£12,024,312

Mr. Dundas, the preſident of the board of controul, preſented to the houſe of commons the following

General ſtate of the revenue in India for the year 1794-5.

	Charges.	Intereſt on Debts.	Revenue.
Bengal	£3,477,396	£399,422	£5,937,931
Madras	1,769,125	8,807	1,775,782
Bombay	697,924	76,072	312,480
Charges £5,944,445	5,944,445	484,301	8,026,193
Interest . . 484,301			
Add ſupplies to Bencoolen 74,857			
			6,503,603
Amount of the net ſurplus revenues			1,522,590
to which add ſales of imports, certificates, &c.			562,177
There remained applicable to the purchaſe of inveſtments and payment of commercial charges			2,084,767
This ſum was diſpoſed as follows.			
Inveſtments, including charges, at Bengal	£1,108,449		
Madras	536,808		
Bombay	166,636		
Bencoolen	26,552		
	1,838,445		
Applied to the purchaſe of rice and to profit and loſs upon internal trade . .	246,322		
			2,084,767

Mr. Dundas then proceeded to a general ſtatement of the changes in the ſtate of the company's affairs ſince March 1795.

The debts in India laſt year were	£7,305,462		
Ditto . . . . . this year	6,813,737		
Decreaſe of debts in India		491,725	
Debts in India bearing intereſt laſt year	5,597,299		
Ditto . . . . . this year	5,328,868		
Decreaſe		268,431	
Aſſets in India by preſent ſtatement	8,867,266		
Ditto . . . . . laſt year's ditto	8,807,601		
Increaſe of aſſets		59,665	
The company's affairs improved in India			819,821
Aſſets at home and afloat this year	12,024,312		
Ditto in March 1795	10,413,254		
Increaſe of aſſets		1,611,058	
The debts at home were now	7,474,700		
Ditto in March 1795	6,946,323		
Increaſe of debts		528,377	
which being deducted from the increaſe of aſſets, there remains a net increaſe of aſſets at home			1,082,681
And the company's eſtate at home and in India appears to have been improved in the year ending 1st March 1796			£1,902,502

June 8th—The Eaſt-India company gave public notice that they would thenceforth allow intereſt at the rate of *five* per cent upon all their outſtanding bonds, though bearing an obligation to pay only four per cent, except thoſe which were ordered to be paid off.

July—Though the extenſion of the buſineſs of throwing, or organzining, ſilk in this country, begun by the Eaſt-India company in the year 1794, combined the important advantages of preſerving to the natives of Bengal, a Britiſh territory, the demand they had been made to expect for their raw ſilk, and affording to the manufacturers of this country a ſupply of thrown ſilk, independent of foreign (perhaps rival or hoſtile) nations, with the further benefit of providing employment for thouſands of people, moſtly women and children, whom the declining ſtate of the broad-ſilk manufacture had deprived of their uſual means of gaining their bread; and it does not appear that it could be detrimental to any, except the few individuals concerned in importing Italian thrown ſilk, means were found to ſtir up a violent oppoſition to 'the attempt of the Eaſt-India company to become manufacturers in 'Great Britain *.' But many of the manufacturers, who had been induced to join the oppoſition, finding that they were acting againſt their own intereſt, afterwards uſed their own judgement, and bought organzine ſilk, as it ſuited their fabrics, either at the company's ſales, or from the private importers or ſilk-men. At firſt the company's organzine was thought unfit for any weaving, except in ribands: but now, owing to the improved quality of the raw ſilk, and ſuperior ſkill in ſelecting the ſilk for throwing, and in the operation of throwing, it was found alſo uſeful in the manufacture of ſarcenets, florentines, velvets, modes, handkerchefs, &c. and a great number of the principal manufacturers, by a letter dated 5th February 1796, requeſted the directors to perſevere in the meaſure of throwing their ſilk, which, beſides the advantages already mentioned, 'may have a tendency to lower the prices of the raw 'material, and in future to ſhelter the ſilk market from the alarming 'fluctuations that have repeatedly taken place, and probably increaſe 'greatly the conſumption of the ſilk manufactures.' Thus pointedly called upon by the beſt judges of the value of the commodity, the directors now ſent inſtructions to the Bengal government to extend the annual conſignment of ſilk as far as 4,000 bales, and to pay the moſt unremitting attention to the quality.

The truely patriotic ſociety for the encouragement of arts and ſciences, underſtanding that Mr. Wiſſett, the principal clerk of the warehouſes, had been zealouſly attentive to the promotion of this great national object, teſtified their approbation of his conduct by the honourable reward of their gold medal.

The Greenland whale fiſhery has long been carried on with great ſpirit and perſeverance by the merchants of Hull; and they have been in general very ſucceſsful. This ſeaſon ſeventeen ſhips, which ſailed

* In the year 1628 the Eaſt-India company repreſented to parliament that they made thirty barrels of gun-powder every week at *their own powder-mills* from the ſaltpetre imported by them: and their manufacture appears to have been then eſteemed a good ſervice done to the nation. See *V.* ii, *p.* 352.

from that port, caught 125 whales and 12,640 ſeals, which altogether produced 1,678 tuns of oil, and 80½ tuns of fins or whale-bone.

Auguſt 17th—A Dutch ſquadron conſiſting of nine ſhips, carrying 342 guns and 1,972 men, bound to the Cape of Good Hope in order to attempt the recovery of that important ſettlement, having put into Saldanha bay, which is about 60 miles to the northward of the Cape town, Admiral Elphinſtone, who had got intelligence of them, arrived at the entrance of the bay with ſeven ſhips of the line, one fifty-gun ſhip, and ſeven frigates and ſloops. The Dutch admiral, ſeeing no poſſibility of eſcape, the mouth of the bay being only two or three miles broad, was obliged to ſurrender all his ſhips, without any conteſt, to the Britiſh fleet. And the ſettlement of the Cape continued in the poſſeſſion of Great Britain.

September 5th—The French Admiral Richery landed at the Bay of Bulls in Newfoundland, and deſtroyed the fiſh-ſtages and other property of the Britiſh fiſhermen and ſettlers to a conſiderable amount.

September 3d—A proclamation was iſſued, permitting the exportation of all kinds of Britiſh and foreign merchandize, except military and naval ſtores, to the United provinces, the Auſtrian Netherlands, or any part of Italy, in veſſels belonging to any friendly power.

The Dutch government, conſidering this *indulgence* as a ſcheme for draining their country of its ready money, iſſued a counter proclamation, in the ſtrongeſt terms enjoining their countrymen not to engage in ſuch a trade, and ſtrictly prohibiting the entry of Britiſh goods in their ports. They alſo required the French republic to adopt a ſimilar reſolution. But the French, though they had already prohibited the importation of Britiſh manufactures, finding it convenient to wink at a clandeſtine importation of them, were unwilling to follow the example of their allies in enforcing a ſtrict adherence to a line of conduct, which, it is ſaid, they themſelves recommended to them. At laſt, on the Dutch threatening to withdraw their prohibition, the French government not only prohibited the importation of Britiſh merchandize, but alſo ordered, that all Britiſh goods, which were already in the country, ſhould be exported, and that all perſons attempting to evade the prohibition ſhould be ſtigmatized in the public papers as *brokers of England, and deſtroyers of French induſtry* (November 2d).

In the courſe of this ſeaſon the French had been enabled to detach from the alliance, formed againſt them, the king of Sardinia, the dukes of Parma and Modena, the pope, the king of Naples, and all the other princes and ſtates of Italy, and ſome of thoſe of Germany. They ſtipulated with the king of Pruſſia a line of demarcation in Germany, beyond which the armies of France ſhould not extend the operations of war, provided the ſtates thereby exempted from their hoſtilities recalled their troops from the armies allied againſt them, furniſhed no pecuniary

contributions for the continuation of the war, and preſerved in all reſpects a ſtrict neutrality. And Spain, already detached from the confederacy, engaged now to take an active part in the war againſt Great Britain *. The French government in their treaties with all thoſe powers ſtipulated the moſt favourable terms for the commerce of France; and they expreſsly inſiſted on an excluſion of Britiſh veſſels from their ports as the condition of their pacification with ſome of them. As they rightly conſidered the Britiſh commerce as the feeder and ſupport of the war, they took poſſeſſion of the port of Leghorn, the capital ſtation of the Britiſh trade in the Mediterranean ſea, and ſeized all the Britiſh property found in it.

The ports of all the continent of Europe were now ſhut againſt the admiſſion of Britiſh merchandize by authority of their ſovereigns, except the Britiſh port of Gibraltar, thoſe of Turkey, Portugal, Germany, and the three northern powers; notwithſtanding which, the accounts of the inſpector-general ſhow a greater amount of Britiſh and foreign merchandize exported in this year †, than there ever was in any preceding one, which proves that they had found their way into the forbidden countries in ſpite of the moſt rigorous prohibitions. And, indeed, the cuſtom-houſe entries of ſhipping ſhow that many veſſels actually ſailed from the ports of Great Britain for thoſe countries.

For ſome time paſt there had been much coolneſs between the two great republics of France and America. The French charged the government of the United ſtates with conniving at a violation of the laws of neutrality in not reſenting the aggreſſions of Great Britain in ſeizing their veſſels, taking French perſons and French property out of them, and even preſſing American ſeamen to man Britiſh ſhips of war.

At the beginning of the war (9th May 1793) the national convention of France iſſued orders to their ſhips of war and privateers to act in the ſame manner with Britiſh property found onboard neutral veſſels, as the Britiſh cruiſers ſhould do with regard to French property: but they very ſoon after (23d May 1793) made an exception in favour of veſſels belonging to their American allies, which continued to be obſerved till the ſeizure of American veſſels, loaded with proviſions for France, by the Britiſh, induced them to reſcind it. The American veſſels were then liable to be taken on both ſides: and they continued in that diſagreeable ſituation, till the French government, being informed that Mr. Jay was ſent from America to London to remonſtrate againſt the capture of American veſſels by Britiſh cruiſers, renewed the order in favour of

* On the 5th of October 1796 the king of Spain publiſhed a manifeſto, wherein he enumerates his grievances, and concludes by ſaying, that he is forced to declare war againſt the king of England, his kingdom and vaſſals: and on the 9th of November the king ordered letters of repriſal againſt Spain to be iſſued.

† It is proper, however, to obſerve that a member of the houſe of commons objected to the accuracy of the account of exports of this year, and pointed out particularly the article of coffee exported to the incredible value of ſix millions; and that Mr. Pitt allowed, there might be a miſtake in that article.

the Americans. But when they found that his remonſtrances had not had the effect they looked for, and moreover ſaw a treaty concluded by him, which they conceived to be very injurious to their intereſts, they again (2d July 1795) decreed, that their conduct to neutral flags ſhould be regulated exactly by that of their enemies: and they openly expreſſed their diſpleaſure againſt the Americans, whom they accuſed of ingratitude to their beſt friends; as if the aſſiſtance given them in the revolutionary war by the old government of France had proceeded from friendſhip.

Mr. Adet, the ambaſſador from France to the United ſtates, had preſented a remonſtrance (29th September 1795), wherein he inſiſted on the mutual duties of neutrality. Having received no anſwer, he made ſeveral further applications (29th March, 8th April, and 20th April, 1796) to none of which he got any anſwer. In his laſt note (27th October 1796) he obſerved, that 'neutrality no longer exiſts, when, in the 'courſe of the war, the neutral nation grants to one of the belligerent 'powers advantages *not ſtipulated by treaties anterior to the war*, or ſuffers 'that power to ſeize upon them.'

To this note Mr. Pickering, the American ſecretary of ſtate, replied (3d November 1796) that by the treaty of 1778 with France it was expreſsly ſtipulated, *that free ſhips ſhould make free goods;* that the Americans, being now at peace, have the right of carrying the property of the enemies of France; and that the French cannot expect that they ſhould gratuitouſly renounce that privilege, merely becauſe it operates to the diſadvantage of the contracting party engaged in war. He maintained, that the capture of American veſſels, carrying French property, by the Britiſh was warranted by the law of nations, and that the ſpecial ſtipulation, contained in the treaty between France and the United ſtates, was 'an exception to an univerſal rule;' whence it was to be inferred, that France had no right to object againſt American veſſels carrying Britiſh property, and that Great Britain had a right to object to their carrying French property.

In about three weeks after the receipt of Mr. Pickering's anſwer, Mr. Adet (apparently furniſhed with conditional orders from his government, who could not be but offended at the repeated neglect of his remonſtrances) gave notice that the French government had ſuſpended him from his functions: and nearly about the ſame time the directory refuſed to receive Mr. Pinckney, who arrived in Paris as ambaſſador from the United ſtates. Thus were thoſe two republics, whoſe evident intereſt it was to preſerve a mutual friendly intercourſe, apparently on the eve of plunging into hoſtilities.

The French government, encouraged by the diſcontents prevailing in Ireland, projected an invaſion of that country, which ſupplies the Britiſh navy, the chief object of their apprehenſions, with almoſt all

its proviſions, and a conſiderable number of its ſeamen. The expedition, which was intended to have taken place early in the ſummer of this year, was prevented by a variety of circumſtances from ſailing till the 10th of December, a moſt unpropitious ſeaſon to attempt a debarkation of forces, which requires fine weather and long days. The weather happening to turn out uncommonly boiſterous, the ſhips were ſeparated ſoon after they left the port, and never re-aſſembled again. The admiral arrived in Bantry bay, near the ſouthern extremity of Ireland, on the 24th. But the general, who alone had been entruſted with the orders of the government, never got thither; and, conſequently, nothing could be done. Therefor, after waiting a few days in expectation of the general and the reſt of the forces, the admiral returned to Breſt, where he arrived on the laſt day of the year: and the reſt of the fleet, except three which were loſt at ſea, one taken, and one deſtroyed, returned at different times. And thus ended the invaſion of Ireland.

November 11th—The act, 36 Geo. III, c. 3, (in 1795) for importing corn and other articles of proviſion, was continued in force till the expiration of ſix weeks after the commencement of the next ſeſſion of parliament. The king was empowered to ſuſpend all, or any of, the proviſions of this act, by proclamation or order in council, during the receſs of parliament. And the commiſſioners of exciſe were empowered to allow imported corn and flour of all kinds, which ſhould be found damaged and unfit for making bread, and therefor not entitled to any bounty, to be uſed in making ſtarch, hair-powder, and blue, or in the diſtillery, till the 1st of February 1797. [37 *Geo. III, c.* 7]

The act, 35 Geo. III, c. 100, for permitting the importation of Italian organzined ſilk from Italy, and all ſorts of flax and flax ſeed, was now continued in force till the concluſion of the war. [*c.* 8]

November 12th—The navy, victualing, and tranſport, bills, made out before the 27th of October 1796, and exchequer bills made out by virtue of an act 36 Geo. III, c. 31, together with the intereſt due upon them, were funded. The navy, victualing, and tranſport, bills, were divided into four claſſes according to their dates, and the proprietors of them had their option of receiving funds for them in any of the following proportions and varieties, for every £100 of their principal and intereſt, viz.

Bills dated	*Three-per-cent cons.*		*Four-per-cent.*		*Five-per-cent.*
before 1st January 1796	£178 11 5	or	£138 17 9¼	or	£119 0 11¼
1st January to 30th April	176 19 9¾	or	137 18 7¼	or	118 6 10¼
1st May to 31st July	175 8 9	or	136 19 8½	or	117 12 11¼
1st August to 27th October	173 18 3	or	136 1 1	or	116 19 2
The exchequer bills	176 19 9¾	or	137 18 7¼	or	118 6 10¼

[*c.* 9]

The amount of the additional funds, created by theſe operations, was

	Three-per-cent cons.	*Four-per-cent.*	*Five-per-cent.*
for navy, victualling, and transport, bills	£16,438,175 5 0	£764,861 5 10	£2,030,596 7 2
for exchequer bills	1,099,699 4 4	104,432 5 8	270,202 4 8
	£18,437,874 9 4	£869,293 11 6	£2,300,798 11 10

December 23d—The ſum of £18,000,000 was raiſed by an open loan, the ſubſcribers to which received for every £100 paid in by them £112 : 10 : 0 in a new five-per-cent fund, which, from the ardour wherewith the ſubſcription was filled up, received the name of *Loyalty*. It was ſtipulated, that, at the expiration of three years after the other five-per-cent fund ſhall have been totally redeemed, or bought in, the public ſhall have a right to redeem the annuities created by this loan; and alſo, that, at the expiration of two years after the definitive treaty of peace, the proprietors ſhall have the option of receiving payment of their capital, or converting it into a three-per-cent fund at the rate of £133 : 6 : 8 for every £100 of the five-per-cent capital, or, in other words, receiving three-per-cents at the price of £75. [*c.* 10] The capital of the debt thus created amounted to £20,124,843 : 15 : 0 *.

December 28th—Additional duties of exciſe were impoſed on the following articles, viz.

	£	s	d
Eſtates, annuities, reverſions, farming ſtock, ſhips or veſſels, ſold by auction, for every pound of the amount	0	0	2½
Furniture, fixtures, pictures, books, horſes, carriages, &c. for ditto	0	0	3
Bricks made in Great Britain, for every thouſand	0	1	0
Cacao nuts, the produce of Britiſh colonies, per hundredweight . .	0	0	9
Ditto, the produce of foreign colonies, ... ditto	0	2	6
Home-made ſpirits, a variety of duties			
Brandy and other foreign ſpirits, not produced in the Britiſh colonies, per gallon	0	0	10
Rum and other ſpirits, produced in the Britiſh colonies, per gallon	0	0	8

The brandy, rum, and other ſpirits, if above proof, to pay double duty.

Tea ſold at the ſales of the Eaſt-India company at or above the price of 2/6 per pound, to pay an additional duty of ten per cent on the amount of the ſale.

The duties on cacao nuts and tea were made to commence on the 7th, and the duties upon all ſpirits home-made or imported, on the 9th of December.

The duty on bricks was allowed to be drawn back on exportation to any foreign country whatever, and the duty on tea on exportation to Ireland or the Britiſh colonies in America. [*c.* 14]

Additional cuſtom duties were impoſed on the following articles, viz.

	£	s	d
Muſcovado ſugar of the Britiſh colonies, per 112 pounds	0	2	6
Sugar imported by the Eaſt-India company, . . ditto	0	2	6
All other ſugars . . . . . ditto	0	5	0

These duties were made to commence on the 9th of December.

The whole of the additional duty now impoſed on muſcovado ſugar is allowed to be drawn back on exportation: and, in conſideration of the duty, an additional drawback, or bounty, of 2/6 per 112 pounds is allowed on the exportation of baſtard, refined, ground or powdered, ſugar, refined loaf ſugar broken in pieces, and ſugar-candy, and of 4/

* It ought to have been £20,250,000, had not ſome failures in the payments reduced it.

on refined ſugar in the loaf or whole, if they are made from Britiſh ſugars imported after the 7th of December 1796.

An additional duty of 3/7 per thouſand was laid on all bricks imported.

From the date of paſſing this act an addition of ten per cent was charged upon the amount of the cuſtom duties payable on brimſtone, hemp, iron in bars or unwrought, and ſtaves, imported from any part of Europe; and an addition of five per cent on all cuſtom duties payable on all other goods imported, exported, or carried coaſtways; except thoſe on wine imported and coals carried coaſtways, and the new duties impoſed by this act *. [37 *Geo. III, c.* 15]

The acts eſtabliſhing the rates of poſtage were repealed; and the following rates were fixed for ſingle letters carried by the poſt in England and Wales.

For a distance not exceeding 15 miles	3 pence
Above 15, and not exceeding 30	4
Above 30, and not exceeding 60	5
Above 60, and not exceeding 100	6
Above 100, and not exceeding 150	7
Above 150 miles	8

An addition of one penny was laid on all poſtages in Scotland.

Single letters by the packet to Lisbon Ditto to the British dominions in America	one shilling.

Double and triple letters are charged in proportion, no letter being rated more than triple, unleſs it weighs one ounce, in which caſe it is charged quadruple, and, if more than one ounce, a ſingle poſtage for every quarter of an ounce.

The regulations of the act, 35 Geo. III, c. 53, for carrying the letters of non-commiſſioned officers and private ſoldiers and ſeamen, and alſo covers containing only patterns and prices of goods, at low rates of poſtage, were not altered any further than the later were affected by the increaſed rates. [*c.* 18]

The king was empowered to iſſue orders, with the advice of his privy council, for regulating the trade with the Cape of Good Hope, ſo as nothing be done to infringe the privileges belonging to the Eaſt-India company. [*c.* 21]

In virtue of the act, 35 Geo. III, c. 127, exchequer bills to the amount of £910,000 had been iſſued to ſeveral perſons connected with the iſlands of Grenada and St. Vincents, whereby they had been very

* The reader is requeſted to obſerve, that only ſuch duties as immediately affect commerce are noticed; and that many duties affecting conſumption or expenditure, ſuch as thoſe upon houſes, poſt horſes, ſtage coaches, ſervants, dogs, licences for retailing ſundry articles, licences for uſing certain articles, and a variety of ſtamp duties, are omitted, as not coming within the plan of this work.

much benefited and relieved, and general advantages had alſo been communicated to the owners of plantations in thoſe iſlands and the merchants connected with them. But the long continuance of the troubles having prevented many proprietors from reſtoring their plantations to a productive ſtate, and hindered others connected with the iſlands from being able to procure, and offer, the ſecurities, required by the act to entitle them to a loan of exchequer bills, it was now thought expedient to authorize the commiſſioners appointed by that act to extend the time for payment two years longer than the act allowed, and in ſome caſes to accept payments by three equal inſtallments on 5th July 1799, 10th October 1799, and 5th July 1800. And in order to afford further relief to the perſons connected with the iſlands of Grenada and St. Vincents, the lords of the treaſury were authorized to pay £600,000 to the commiſſioners, who were directed to advance ſuch ſums, as they ſhould think proper, to perſons connected with thoſe iſlands, whether they had already received any of the exchequer bills or not, which ſhould be repaid, with intereſt at five per cent, by three equal inſtallments on the days appointed for the three repayments of the exchequer bills in certain caſes. Theſe advances of money were directed to be made on the ſame terms and conditions, which were preſcribed by the act for advancing exchequer bills, and alſo on the ſecurity of mortgages on unincumbered plantations to an amount not exceeding the average value of the produce for two years, the conſignee of the produce in Great Britain alſo becoming bound for the repayment. [*c.* 27]

By the exertions of the French government many of the choice ſpices and other fine fruits, which uſed to be ſuppoſed peculiar to the Oriental regions, were tranſplanted to their botanic garden in the Iſle of France, and thence to their Weſt-India ſettlements. The nutmeg trees carried to Cayenne having been unfortunately all male plants, no fruit was ever produced from them. But the clove trees ſucceeded better in that province, and rewarded the induſtry of the planters with conſiderable crops.

Mr. Buée, a planter of Dominica, who had already naturalized the cinnamon tree in that iſland, and made trials of ſeveral valuable exotic plants, having received a preſent of three young clove trees, with printed directions for the cultivation of them, from a friend in Cayenne in the year 1789, and having afterwards purchaſed ſome more plants at Martinique, and ſeveral thouſand ſeeds of cloves, ſet about making a plantation of thoſe trees, which now began to repay his perſevering induſtry and attention with the proſpect of very valuable returns; for ſome ſpecimens of his cloves, ſent home by him, could not be diſtinguiſhed by good judges in London from thoſe of the Eaſt-Indies. Mr. Buée alſo ſent home a narrative of his ſucceſsful manner of cultivating

the clove tree, which, by order of the committee of the privy council for trade, was printed for the purpoſe of rendering the knowlege of that valuable tropical production as general as poſſible in our Weſt-India colonies *.

As a continuation of the accounts I have given of the exports of the United ſtates of America in the years 1790-1793, (See above p. 326) I here inſert accounts of thoſe of the three ſucceeding years, together with brief notices of the ſtate of the principal trading towns of America at this time, and ſome other articles of commercial information reſpecting the United ſtates.

The total value, in dollars, of the exports of the United ſtates was, in the years ending 30th September

	1794	1795	1796
	33,026,233	47,989,472	67,064,097
Of the above exports there were from			
New Hampshire	164,217	246,364	
Massachusets bay	5,292,244	7,218,908	9,949,345
Connecticut	712,764	819,465	
New York	5,435,420	10,300,642	12,288,027
New Jersey	58,154	130,814	59,227
Pennsylvannia	6,643,890	11,518,260	17,549,141
Delaware	207,985	158,041	201,142
Virginia	3,320,636	3,490,043	
North Carolina	321,587	492,161	
South Carolina	3,869,015	5,984,198	

This aſtoniſhing increaſe beyond the exports of the immediately preceding years was occaſioned in ſome meaſure by the augmented population, production, trade, and capital, of the United ſtates. But a great part of it muſt be aſcribed to the increaſed importation of Weſt-India produce, which was carried to America for the purpoſe of being reſhipped for Europe in neutral bottoms. And a much greater proportion of it was occaſioned by the prodigious increaſe of the price † of corn, the chief article of American exportation, which the abſtraction of the European agricultural peaſantry for the armies and navies of the belligerent powers, and the vaſt conſumption and waſte of thoſe armies and navies, together with the increaſed danger and expenſe of carrying corn by ſea, have rendered dreadfully ſcarce and enormouſly dear in many parts of Europe. Thus has the war in Europe turned out a mine

* It has been ſuppoſed, that the ſpices of the Eaſt owe their high aromatic flavour to the heat of the ſubterraneous fires in the iſlands, which produce them, and that conſequently there is little chance of their ſucceeding equally well in other countries in the ſame climate, which have not that dangerous advantage. Mr. Gentil, in his account of the productions of the Iſle of France, obſerves that the nutmeg requires an arid ſpongy ſoil, compoſed of cinders, lava, and other volcanic matter, with a very hot atmoſphere, and frequent rains. The Molucca iſlands poſſeſs theſe qualities, ſo neceſſary to the perfection of nutmegs, which, from the want of them, will not ſucceed equally well in the Iſle of France. Time muſt determine whether theſe opinions are well founded.

† It is proper to obſerve that the ſums in theſe accounts are made up from the felling prices, there being no eſtabliſhed official valuation in the cuſtom-houſe accounts of America, as in thoſe of Great Britain.

of gold and ſilver to the United ſtates of America: and it will require the greateſt exertions of prudence and vigilance to prevent the ſudden influx of money from being attended with the evils, which ſeem naturally to attend the poſſeſſion of other mines. This ſudden inundation of nominal wealth (for guineas and dollars are but the repreſentatives of real wealth) muſt introduce a ſtile of living, and a turn of thought, utterly inconſiſtent with agricultural and mercantile proſperity, and deſtructive of the ſimplicity of manners and frugal habits, which heretofore rendered America ſo reſpectable in the eyes of the diſcerning part of Europe. It muſt raiſe the nominal price of proviſions, and conſequently of labour, to a height incompatible with the improvement of the country, and ſubverſive of the incipient manufactures, many of which were at this time actually deſtroyed by it. And it muſt introduce, inſtead of patient and perſevering induſtry, a fondneſs for ſpeculation, money-jobbing *, ſtock-jobbing, and land-jobbing †. The wiſe

* One effect of the fondneſs for money-jobbing is the exceſſive multiplication of ſmall banks in almoſt every part of the country.

† The following ſpecimen of the ſpirit of land-jobbing preſents a miniature picture of the famous South-ſea bubble, and the other impoſtures of that æra of infatuation.

'Independent of the ordinary trade of the 'merchants of all countries, they [the merchants 'of Boſton] indulge very much in ſpeculation; 'and ſpeculation is the favourite paſſion of the 'inhabitants of New-England, who generally feel 'a more active deſire than the people of the ſouth 'to acquire large and rapid fortunes; whether 'that diſpoſition be, or not, the conſequence of 'their more enterpriſing character.

'But their ſpeculations are not always ſucceſsful: and at this moment [1797] conſiderable 'ſums are about to be loſt at Boſton by the ſale 'of the Yazzow lands in Georgia, which the 'late legiſlature of that ſtate have thought it 'their duty to annul. From the following 'circumſtances ſome idea may be formed of the 'extravagance with which the New-England 'ſpeculators, and particularly thoſe of Boſton, 'engaged in that buſineſs. The original price of 'thoſe lands, as I have before obſerved, was about 'one cent, or a hundredth part of a dollar, per 'acre; and they have been ſold at Boſton ſo high 'as twelve, and I believe even higher. Two or 'three agents of two of the four companies, who 'had obtained thoſe lands from the ſtate, came to 'Boſton with their title-deeds empowering them 'to ſell. They opened a kind of office, to which 'purchaſers flocked in ſuch crowds, that thoſe 'gentlemen, taking advantage of this inconceivable 'infatuation, raiſed the price each day, often twice 'in the day, for the purpoſe of more ſtrongly exciting the general eagerneſs and taking away all 'time for reflection. There were ſales and ſub'ſales without number. Some of them were ſecured by a ſtipulation of reſponſibility on the part 'of the ſellers, who engaged to give poſſeſſion of 'the lands: but few of the numerous bargains 'were attended with this clauſe; almoſt all being 'concluded on the bare ſecurity of the titles, without any power of coming upon the venders. In 'many inſtances the purchaſes were made partly 'with ready money, and in all caſes with notes 'payable at different periods. Theſe notes were 'dexterouſly put into circulation by the venders, 'and the purchaſers now find themſelves diſappointed of the lands, while a great part of their 'notes are gone out of the poſſeſſion of thoſe to 'whom they had given them. Every claſs of 'men, even watch-makers, hair-dreſſers, and mechanics of all different deſcriptions, eagerly ran 'after this deception, in which Boſton has ſunk 'above two millions of dollars. Some of the buyers declare that they will not releaſe their notes, 'and have even announced their intention in the 'public papers: but this is nothing more than a 'menace reſulting from anger and indignation. 'The notes have, in great part, paſſed into other 'hands: they have been received by perſons wholly 'unconnected with that ſpeculation, and who cannot be excluded from payment without a moſt 'glaring act of injuſtice, which muſt materially impair the credit of thoſe who originally gave the 'notes. The courts of juſtice moreover would 'decide againſt them: and thus, after conſiderable 'trouble, they muſt at laſt make good the payments, and be content to remain deſtitute of 'lands.

'Many of the purchaſers, whoſe notes were not 'gone out of the hands of the venders, have compromiſed matters with them by diſcounting the 'notes at half their value, but in ready money, and 'retaining their claim to the lands ſo far as the 'ſellers can make it good. But this amounts to 'a nullity; for the original agreement will never 'be confirmed, it being a fraudulent tranſaction,

will conſider this glut of wealth as only a temporary golden ſhower, which muſt blow over when the war is ended: and then it will be ſeen, that, while ſome prudent citizens of America have really been benefited by it, great numbers of raſh and imprudent ſpeculators have been ruined by that very overflow of money, which, they flattered themſelves, would make them happy and independent.

That the prodigious increaſe of the money amount of the exports is more owing to the advance of price than to a real increaſe of the quantity of exportable commodities, ſome of the chief of which have actually diminiſhed, will appear from a compariſon of the quantity of the principal articles exported in the years 1792 and 1793 (ſee p. 327) with the following

Account of the quantities of the principal articles of American produce, exported from the ports of the United ſtates, in the years ending 30th September

	1794	1795	1796
Flour . . . . . barrels	828,405	687,369	725,194
Tobacco . . . . . hogsheads	80,158	61,050	69,018
Pot-aſhes and Pearl-aſhes . . . . . tuns	7,191	4,990	5,084
Fiſh, dried . . . . . quintals	418,907	400,818	377,713
Fiſh, pickled . . . . . barrels	36,809	55,999	87,558
Whale oil . . . . . gallons	970,628	810,524	1,176,650
Spermaceti oil . . . . . ———	82,493	80,856	164,045
Spermaceti candles . . . . . boxes	5,162	5,997	4,438
Wheat . . . . . bushels	696,797	141,273	31,226
Corn of all other kinds . . barrels of 180 lb	1,727,648	2,187,831	1,329,216
* Indigo . . . . . pounds	391,997	771,776	915,635
Tar, pitch, roſin, turpentine . . . . barrels	72,552	132,876	138,346
Rice . . . . . tierces	102,026	138,526	131,039
Beef, pork, bacon . . . . . barrels	156,072	201,133	167,526
Butter . . . . . firkins	36,932	28,389	34,065
Horned cattle, horſes, mules . . . . number	6,940	6,535	11,626
Sheep, hogs . . . . . ———	14,990	11,416	12,993
Leather . . . . . pounds	746,853	1,819,224	127,044
Shoes and boots . . . . . pairs	99,009	160,327	220,724
* Cotton . . . . . pounds	5,055,400	10,111,921	6,106,729

‘ and comprizing millions of acres, that did not ‘ belong to the ſtate of Georgia, which ſold them.

‘ Thus many ſpeculators in Boſton and other ‘ parts of New-England have been either entirely ‘ ruined, or at leaſt materially injured in their for- ‘ tunes, by that ſpeculation. If one could with- ‘ out regret behold the ruin of ſo many honeſt ‘ men, who fell victims to their own credulity, one ‘ might enjoy this diſappointment of a ſet of ſpe- ‘ culators, who were ſufficiently greedy to pur- ‘ chaſe, without examination, without reflection, ‘ and with the ſole view of exorbitant gains in ‘ Europe, tracts of land at the diſtance of nine ‘ hundred miles from their home, while their own ‘ country preſented them with more honourable, ‘ and eſpecially more ſimple, means of acquiring a ‘ fortune, or increaſing that which they already ‘ poſſeſſed. But it is intolerably mortifying to ſee ‘ that the four land companies of Georgia, who ‘ bear the entire guilt of the iniquitous bargain, ‘ are enriched by their villany; and that their per- ‘ fidious dexterity in this train of corruption and ‘ deceit has thus thrown into their hands ſeveral ‘ millions of dollars, for which they neither have ‘ given, nor are capable of giving, any equivalent ‘ to thoſe of whoſe folly they have taken the ad- ‘ vantage.’ [*Travels in the United ſtates of America by the duke de la Rochfoucault Liancourt, V.* iii, *p.* 344 *Engliſh tranſlation.*]

** The indigo and cotton are partly imported, and partly produced in the country. The cultivation of indigo in the ſouthern ſtates has fallen off very much, and, on the other hand, that of cotton had become a great object, eſpecially in Georgia.

The duties on the tunnage of vessels, and the customs on the imports *, of the whole United states amounted
in the year 1795 to . . . . . 5,679,418 dollars,
and in 1796 to . . . . . 6,567,987.

By the laws of the United ſtates, veſſels arriving from the Cape of Good Hope, or the countries beyond it, muſt enter at ſome one of the following ports, and at no other.

Portsmouth . . . . . in New Hampshire;
Portland, Falmouth, Salem, Beverley, Gloucester, Newbury port, Boston, ... Massachusets bay;
Newport, Providence . . . . . Rhode island;
New London, Newhaven, ... Connecticut;
New York, ... New York;
Perth-Amboy, ... New Jersey;
Philadelphia, ... Pennsylvania;
Wilmington, ... Delaware;
Baltimore, Annapolis, Georgetown †, ... Maryland;
Alexandria †, Norfolk, ... Virginia;
Wilmington, New Bern, Washington, Edenton, ... North Carolina;
Charleston, Georgetown, Beaufort, ... South Carolina;
Savannah, Sunbury, ... Georgia.

Thus the Eaſt-India trade is, or at leaſt may be, diffuſed over the whole continent.

In the year 1792 the congreſs eſtabliſhed a mint, wherein the following kinds of money are coined.

In gold . . . . . eagles of the value of ten dollars, half eagles and quarter eagles;
In silver . . . . . dollars, and halves, quarters, tenths, and twentieths, of dollars;
In copper . . . . cents, which are worth the hundredth part of a dollar, and half cents.

In all the ſtates accounts are kept, as formerly, in pounds, ſhillings, and pence; but the value of the currency differs conſiderably in the ſeveral ſtates. The value of a dollar and a guinea in each ſtate gives a clearer view of the value of money in it than a compariſon with Britiſh money at a rate per cent, which fluctuates according to the demand for bills.

	Dollar			Guinea.		
In South Carolina and Georgia	0	4	8	1	1	9
New Hampshire, Massachusets bay, Vermont, Rhode island, Connecticut, Virginia, Kentucky	0	6	0	1	8	0
New Jersey, Pennsylvania, Delaware, Maryland	0	7	6	1	15	0
New York, North Carolina	0	8	0	1	17	0

For the ſake of uniformity the public accounts are kept in dollars, and cents, which is by much the moſt convenient numeration of money in countries where dollars conſtitute the bulk of the current ſpecie.

* The American ſtates impoſe no duties upon exports. [*Coxe's View of the United ſtates, p.* 469]

†† Georgetown in Maryland and Alexandria in Virginia are comprehended in the federal diſtrict of Columbia, which is annexed to the new city of Waſhington.

The Spaniſh dollar is the only foreign coin legally current ſince the year 1795: all other coins of gold and ſilver are received by weight.

Though Portſmouth, the only port of entry in the ſtate of New Hampſhire, has a very good harbour capable of receiving large veſſels, the commerce of the town, which is chiefly with the French ſugar colonies has declined of late, and its principal trade now conſiſts in building veſſels for other places. The veſſels belonging to this port in the year 1796 meaſured 14,990 tuns, whereof 1,450 tuns were employed in the coaſting trade and fiſheries, and the remainder in foreign trade.

Salem in Maſſachuſet's bay is a handſome town, containing about 10,000 inhabitants, and increaſing. Though the harbour be ſmall and partly dry at low water, the ſpirited trade of the inhabitants this year employed 150 veſſels meaſuring about 20,000 tuns. No fewer than twelve of theſe veſſels were engaged in the trade to the Eaſt-Indies; and the reſt, except fifty employed in the coaſting and fiſhery, trade to moſt parts of the world, many of them being employed in carrying the produce of Virginia and South Carolina to market.

Boſton, formerly eſteemed the capital of Britiſh America, is almoſt ſurrounded by the ſea, and has a bay or harbour ſtudded with iſland, which embarraſs, and defend, the entrance of it. This city carries on a flouriſhing trade to moſt parts of the world, which this year employed about 90,000 tuns of ſhipping. The exports of Boſton in the year 1792 amounted to 1,159,004 dollars; and they increaſed by an annual augmentation to 4,255,688 in the year 1795, in which year 725 veſſels arrived from foreign ports. Boſton pays 12,958 out of 159,759 dollars raiſed by the ſtate of Maſſachuſet's bay for the expenſes of government.

Newport in Rhode iſland, before the revolution war, contained about 10,000 inhabitants. It now contains only about 1,000 indifferent houſes and 5,000 inhabitants. The trade of this place has lately begun to revive. About a dozen of veſſels trade to Europe, and two or three to the coaſt of Africa, whence they carry ſlaves to Georgia and the Weſt-India iſlands. But the greateſt number of their veſſels are ſmall, and employed in the coaſting trade.

Providence in Rhode iſland roſe upon the decline of Newport during the war, and has now many very good houſes. A diſtillery in this town is ſaid to be the moſt extenſive in America. At its iron works, which are alſo very conſiderable, cannons, anchors, nails, &c. are made for exportation. This year there belonged to Providence 142 veſſels, meaſuring about 14,500 tuns, which traded to the Eaſt-Indies, the north-weſt coaſt of America, Africa, whence they alſo carry ſlaves to Georgia and the Weſt-Indies, Denmark, Germany, and France. The value of the exports in 1795 was 1,400,005 dollars; but in no preceding year did they ever amount to 1,000,000.

New York is in all reſpects the ſecond city in America, Philadelphia

being univerſally allowed to be the firſt. It conſiſts moſtly of good houſes, eſpecially in that part near Hudſon's river, which has been rebuilt ſince the war. By the cenſus in the year 1790 the inhabitants were found to be 30,148 free people and 2,180 ſlaves. This year its population was reckoned above 50,000; and it will probably continue to increaſe It has an excellent harbour, in which large veſſels can load and unload at the wharfs. None of the towns already mentioned has ſuch an advantageous communication with the interior country, as New York poſſeſſes by means of Hudſon's river, all thoſe to the eaſtward, except Connecticut river, having very ſhort courſes in compariſon with that noble river, which is navigable for veſſels of eighty tuns as high as Albany, and brings to New York a great ſhare of the produce of Connecticut and Vermont, as well as of its own ſtate, and alſo a large proportion of the furs and peltry collected by the Indian tribes in the neighbourhood of Lake Ontario. The traders from New York even penetrate to that inland ſea in canoes by the help of a portage of a few miles, which is to be ſuperſeded by a canal. New York is alſo the port of exportation for the produce of the eaſtern part of New Jerſey. The foreign trade of this city is almoſt that of the whole ſtate of New York, an account of which has already been given.

Albany, ſituated on Hudſon's river 165 miles above New York, contained in the year 1796 about 1,100 houſes and about 6,000 inhabitants, of whom one third were ſlaves. In the year 1795 the ſittings of the legiſlature of the ſtate of New York were removed from New York to this city. It carries on a conſiderable inland trade with a thriving and thick-ſettled country and with the Indians, the produce of which is partly carried down the river to be ſold at New York, and partly exported by the merchants of Albany on their own account: but this branch of their trade, which is not very extenſive, is moſtly carried on in veſſels chartered at New York, the river being, as already obſerved, navigable for veſſels of only eighty tuns as high as Albany, though it is capable of being improved ſo as to carry larger veſſels. The trade of Albany is increaſing, though ſeveral new towns have lately been built higher up the river with a view of intercepting a ſhare of the trade of the fertile diſtricts around it: and theſe new towns are alſo thriving.

Hudſon, the plan of which was laid out ſo late as the year 1783, had now increaſed to about 400 good houſes, containing near 3,000 inhabitants, whereof about 200 were ſlaves. It is advantageouſly ſituated on the eaſt bank of Hudſon's river 21 miles below Albany, and below the ſhoals which prevent large veſſels from reaching that place. The trade of Hudſon is the ſame as that of Albany with the advantage of poſſeſſing larger veſſels, which are employed in foreign commerce and the whale fiſhery; an advantage, which will probably make it, inſtead of Albany, the chief ſeat of the trade of the upper part of Hudſon's

river, and may in no very long time abſtract a part of the trade from New York.

Perth-Amboy, the capital of New Jerſey, though poſſeſſing one of the beſt harbours in America, has almoſt no foreign trade, owing to the vicinity of New York on the one hand and Philadelphia on the other; a proof (if proof were neceſſary, in contradiction to the opinion of ſome political writers) that a ſufficient extent of back country, and a ſufficient diſtance from other principal ports, are more neceſſary than a good harbour, and even other local advantages, to the commercial proſperity of a town.

Philadelphia, which has long been the commercial capital, as well as lately the ſeat of government, of America, may, for regularity of plan and general appearance of elegance, vie with many of the capital cities of Europe, few, or perhaps none, of which can come into any degree of compariſon with it for a liberal and enlightened ſyſtem of police. In the year 1790 the population was reckoned at 42,000 perſons; and though 4,000 were ſwept away by the yellow fever in 1793, it was ſuppoſed now to contain about 60,000 people. Philadelphia, like New York, has the advantage of being ſituated on the ſide of a great river, which conveys to it the produce of an extenſive, fertile, and populous, country. It has the additional advantage, in point of centrical ſituation with reſpect to the country connected with it, and ſafety from the attacks of enemies, of being farther removed from the ſea, and having at the ſame time an eaſy acceſs for ſhips of the greateſt burthen, and a depth of water, which permits thoſe large ſhips to lay their ſides to the wharfs, without ever touching the ground. The inland trade of Philadelphia extends to all the back country to the diſtance of ſeven or eight hundred miles. Its foreign trade is that of the whole ſtate of Pennſylvania, the amount of which is already ſtated, and alſo that of Delaware, and the weſt ſide of Jerſey. The duties on the tunnage of veſſels, and the cuſtoms on imports and exports, in the year 1795 amounted to 2,961,204 dollars, being above the half of the whole ſum collected in theſe branches of revenue by all the United ſtates. In 1796

635 square-rigged vessels and 990 boom-sail vessels arrived; and
668 ——— and 1,015 ——— sailed.

Philadelphia, beſides exporting the produce of the interior country connected with it, and ſome ſhare of the furs and peltry obtained by trading with the Indians, ſhips for Europe a conſiderable quantity of the produce of the agriculture and fiſheries of the other ſtates, and alſo re-exports the tea and other goods brought from China and India, and, ſince the commencement of the preſent war, a large quantity of Weſt-India produce, as will appear from the following note of the chief articles of its exports in the year 1796.

Flour *	barrels 195,157	Rice	tierces 6,265
Rye flour	—— 50,614	Tobacco	hogsheads 3,437
Indian meal	—— 223,064	Train oil	gallons 37,726
Indian corn	bushels 179,094	Spermaceti oil	—— 7,782
Bread	barrels 19,568	Tea	pounds 21,600
Ditto	kegs 6,010	Pepper	—— 244,552
Beef	barrels 6,860	Spices, value in dollars	116,086
Pork	—— 12,029	Sugar	pounds 12,969,916
Hams	pounds 1,082,690	Coffee	—— 21,002,300
Timber, boards and lumber of all kinds		Cacao	—— 161,120
Furs, value in dollars	47,713	Cotton	—— 911,325
		Indigo	—— 99,200

The value, in dollars, of the exports from Philadelphia this year was as follows.

To the dominions of		Denmark	737,287
Great Britain	5,210,079	Italy	521,964
France	4,185,431	Sweden	411,408
Hamburgh, Bremen, Hanse towns	2,981,232	Portugal	138,490
United Netherlands	2,009,100	East-Indies	42,932
Spain	1,265,471	China	40,747

It is worthy of remark that the exports were much greater to the colonies than to any of the mother countries, except Great Britain †.

Wilmington, though it was till the year 1794 the ſeat of government of the ſtate of Delaware, has almoſt no foreign trade: and the ſame may be ſaid of all the other towns on the ſhores of Delaware bay, they being all too near to Philadelphia to have the opportunity of carrying on any trade, but as ſubſidiary to it.

Baltimore, though not the ſeat of government, and though it was, not many years ago, a place of very little conſequence, is now the moſt conſiderable town in Maryland, and diſputes the precedence of commercial importance with Charleſton in South Carolina and Boſton in Maſſachuſet's bay, Philadelphia and New York being on all hands allowed to poſſeſs the firſt and ſecond rank. Baltimore, ever ſince the commencement of the preſent war has been in a peculiarly-rapid ſtate of advancement, and contained in the year 1796 between four and five thouſand houſes, moſtly new and well built. Being the only port of conſequence in Maryland, it commands almoſt the entire trade of that ſtate, and competes with Philadelphia for a ſhare of that of Kentucky, Teneſſee, part of Virginia, and the weſt part of Pennſylvania itſelf. It is ſurrounded by about ſixty mills for manufacturing flour, which is the chief article of exportation; and thence the great riſe of the town dur-

* The following ſtatement of the capital article of ſuperfine flour for ſeveral years affords one of many proofs, which might be adduced, that the prodigious riſe in the amount of the exports is more the effect of the increaſe of price that of quantity of produce,

Barrels in 1791	315,785	Barrels in 1794	299,287
1792	433,968	1795	294,011
1793	416,621	1796	195,157

There was alſo ſome ſecond flour exported, which never exceeded 5,000 barrels in any of theſe years.

† The banks of Philadelphia have been already noticed, p. 325.

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ing this war, and the advance of the value of its exports from 1,576,588 dollars in the year 1791 to about 8,500,000 in 1796. The town itſelf is not acceſſible by large veſſels, which lie at Fell's point, a ſuburb built on a ſmall peninſula, formerly about a mile from the main body of the town, but now almoſt joined to it by buildings.

Annapolis, the ſeat of the government of Maryland, had once ſome commerce, the whole of which is now removed to Baltimore.

It is yet too ſoon to ſay any thing of the commerce of the federal city of Waſhington.

Alexandria in Virginia, a regular and handſome town on the weſt bank of the Potowmack, enjoys a conſiderable ſhare of the trade of an extenſive and fertile back country, the produce of which is ſhipped for the Weſt-Indies, and partly for Europe. It is ſomewhat ſingular, that the bank of Alexandria is the only one in Virginia.

Richmond, the capital of Virginia, ſituated on the north bank of James river, contained in 1796 about 4,000 white people and near 2,000 negro ſlaves. The houſes have been moſtly built of brick, ſince a great number of them were deſtroyed by fire. It is the ſeat of but little trade, the river admitting nothing larger than boats to come up to it, and only ſmall veſſels to reach its ſhipping place, called Rocket's landing, about a mile below the city.

Norfolk, near the mouth of Elizabeth river in the ſouth weſt corner of Cheſſapeake bay, had now ariſen from the aſhes of the total conflagration it underwent in the revolutionary war, to a town of near 800 houſes containing almoſt 4,000 inhabitants, about half the number of its population before the war. Being the only port in the ſouthern part of Virginia, moſt of the tobacco, corn, flour, lumber, naval ſtores, and other produce of that ſtate, and of North Carolina, is ſhipped from Norfolk, which, notwithſtanding its unhealthy ſituation, is, from its commercial advantages, likely to recover its former population and importance.

Edenton, New Berne, and Wilmington, in North Carolina, though each of them is ſituated on a navigable river, and at ſome diſtance from the ſea, enjoy but very little trade. The rivers, though navigable for a conſiderable way up the country, are ſhallow at their mouths, and of difficult acceſs; and thence the greateſt part of the trade of North Carolina is carried on in ſmall veſſels, which convey the produce to Charleſton and Norfolk, and bring in return ſupplies of foreign goods from thoſe places.

Charleſton, the capital of South Carolina, and the commercial capital of the ſouthern part of America, is a handſome town, conſiſting moſtly of wooden houſes, though many, which were deſtroyed during the war, have been rebuilt of brick, and ſome few of ſtone. The population was at this time eſtimated at above 32,000.

The following is a view of the ſhipping employed in the export trade of Charleſton, and of the quantities of the principal articles and value of the whole, for ſeveral years.

Years.	Shipping, Americ. tuns.	Shipping, Foreign, tuns.	Rice, barrels.	Indigo, chests.	Tobacco, hogsheads.	Cotton, bales.	Other articles *, value in dollars.	Total amount, in dollars.
1783			61,974	2,051	2,680			
1784			63,713	1,789	2,303			
1785			65,857	2,163	3,929			
				barrels.				
1792	26,772	35,195	102,335	2,458	5,285	304	440,627	3,834,717
1793	29,197	27,466	89,825	2,271	3,324	336	781,040	3,112,526
1794	42,552	11,770	69,717	2,157	5,018	568	1,929,400	3,869,015
1795	45,096	15,106	84,908	1,217	4,294	971	3,371,891	5,984,198
half of 1796			64,411		1,991	1,501		2,566,619

Savannah in Georgia has long continued to be in ſome meaſure ſubſidiary to Charleſton, but has gradually obtained a ſhare of independent trade, which, by the induſtry of its cultivators, the acquiſition of the moſt valuable article of cotton †, and the ſpirit of its merchants, is quickly increaſing.

Virginia and the ſtates to the ſouthward of it, not having a ſufficient quantity of ſhipping to convey their produce to a market, have been accuſtomed to depend upon European veſſels for freight; and in time of war thoſe of the northern ſtates, which poſſeſs more veſſels than produce, become in a great meaſure their carriers.

It is worthy of obſervation, that no town in America, excluded from intercourſe with the Ocean, has ever ariſen to eminence. Neither does the poſſeſſion of a good harbour, unleſs there be alſo a convenient navigable communication with the interior country, very much advance the proſperity of a town. The towns of New England, the moſt antient in North America, and poſſeſſing the beſt harbours on the Ocean, have never proſpered equally with Philadelphia and ſome other towns of later foundation, which are ſeated on conſiderable rivers, the produce being in general too bulky to bear the expenſe of land carriage.

Lake Ontario, a part of the boundary between the territories of the United ſtates and thoſe of the king of Great Britain, is navigated by half a dozen of armed veſſels in the king's ſervice, and a conſiderable number of veſſels, ſome of them as large as 200 tuns, belonging to individuals. In their paſſage they are uſually two or three days out of ſight of land; and they ſteer by the compaſs, and meaſure their way

* In this column are included lumber of all kinds, naval ſtores, peltry, and articles re-exported.

† Since cotton has become an important article, and vaſt quantities of indigo have been brought from the Eaſt-Indies, the planters of Georgia have entirely given up raiſing ſilk-worms, and they, and alſo thoſe of Carolina, have abandoned the cultivation of indigo. In vain the Britiſh government beſtowed conſiderable ſums in premiums to puſh forward theſe two branches of induſtry: and the dereliction of them, together with the extended cultivation of cotton, is one of a thouſand proofs of the powerful effect of a briſk demand, and the inefficacy of premiums without it, in eſtabliſhing any branch of trade.

by the log, as in the ocean. The lake is ſaid to abound with fiſh of a great variety of ſpecies, among which are ſturgeon and moſt excellent ſalmon: and it is thought, that if the fiſhery of this lake were properly attended to, it might conſtitute a branch of trade, at leaſt equal in importance to that of the fur and peltry, which has hitherto been the principal, or almoſt the only, object of attention in the northern parts of America.

Lake Erie, which is alſo a part of the boundary, is in like manner navigated by ſeveral veſſels of war, and merchantmen, but not ſo many as thoſe upon Lake Ontario.

The inhabitants on the Britiſh ſide of the lakes were at this time ſuppoſed to be near 20,000. The ſettlements on the ſouth ſide were very numerous previous to the evacuation of the forts by the Britiſh garriſons, which took place in the month of July this year. The trade of theſe diſtricts will be an object of competition between the merchants of Canada and thoſe of New York and Philadelphia, wherein the loweſt price will have much more influence than the bonds of allegiance to determine the preference; and, indeed, a very conſiderable ſmuggling trade in articles of Weſt-India produce is ſaid to have been already carried on from the United ſtates to the Britiſh ſide of the lakes. The increaſing cultivation of the lands lying around thoſe lakes, which are generally fertile, and only want hands, will probably in a ſhort time bring the trade and ſhipping upon thoſe inland ſeas to emulate, or exceed, thoſe of the Caſpian.

The congreſs made ſome alterations on the duties of cuſtoms payable on goods imported, which was to take place on the 1st of April 1797. Thoſe demanded from aliens are about ten per cent (calculated on the duties) higher than thoſe payable by citizens of the United ſtates; and no foreign nation is favoured more than another. The duties run moſtly from ten to fifteen per cent ad valorem. A few articles are charged higher: and on ſome few there are duties intended to operate as prohibitory. Philoſophical inſtruments, and alſo the books, furniture, clothes, and tools in trade, of perſons intending to become reſidents, are admitted free from duty, as formerly.

In the later end of this year ſome of the principal towns in America ſuffered dreadfully by fires. In New York ſixty or ſeventy houſes and ſtores, containing great quantities of goods, were burnt down. In Baltimore a few houſes were deſtroyed. And in Savannah 229 houſes, being almoſt the one half of the compact part of the town, were on fire in the ſame inſtant on the 26th of November: and 30 houſes were burnt down by another fire on the 6th of December, whereby above four hundred families were deprived of lodging and of property. Several attempts were alſo made about the ſame time to ſet fire to different parts of Philadelphia, which were happily fruſtrated. It was believed that all theſe conflagrations were occaſioned by wilful incendiaries.

About the end of November Captain Spranger with three ſhips of war attacked a ſmall ſettlement or factory, belonging to the French, at Foul point in the iſland of Madagaſcar, deſtroyed the buildings, and carried off ſome veſſels found in the harbour. The place was uſeful to the French colony of Mauritius in furniſhing ſome proviſions obtained by barter from the neighbouring natives of Madagaſcar.

December 28th—The king in council declared it lawful for all Britiſh veſſels, and alſo the veſſels belonging to the ſubjects of any friendly power, freely to enter the port of the Cape of Good Hope, and to trade with the inhabitants, with as much liberty as had been allowed by the Dutch government, and to import and export all kinds of goods, except arms, artillery, and ammunition, and the produce and manufactures of the countries to the eaſtward of the Cape, the imports and exports of which are reſerved excluſively to the Eaſt-India company.

The following is an Account of the veſſels belonging to the Britiſh dominions, with their regiſtered tunnage and uſual number of men, on the 30th of September 1796.

	Veſſels.	Tuns.	Men.
England	10,961	1,141,085	88,625
Scotland	2,025	145,421	11,473
Ireland	1,078	56,579	5,402
Colonies	2,609	158,799	13,200
Guernsey, Jersey, &c.	180	12,550	1,234
Mann	214	4,864	1,025
Total	17,067	1,519,298	120,979

There were built and registered in the several ports of the British dominions, in the course of this year,

823 vessels measuring 94,972 tuns.

The net revenue of the customs, paid into the exchequer in the course of this year, was

from the custom-house in London	£3,564,724	0	0
from the custom-house in Edinburgh	48,000	0	0
the West-India duty of four and a half per cent	39,033	2	1
Total net revenue of the customs of Great Britain	£3,651,757	2	1

There were coined in the mint, in the course of this year,
9,945 pounds of gold, value £464,680 2 6
and no silver.

The official value of the imports and exports of Great Britain during the year 1796 was as follows.

Countries, &c.	Imported into ENGLAND.	Imported into SCOTLAND.	Exported from ENGLAND. British merchandize.	Exported from ENGLAND. Foreign merchandize.	Exported from ENGLAND. Total.	Exported from SCOTLAND. British merchandize.	Exported from SCOTLAND. Foreign merchandize.	Exported from SCOTLAND. Total.
Denmark & Norway	£195,509 10 4	£48,419 2 6	£179,730 17 7	£319,387 13 9	£499,118 11 4	£9,941 6 6	£724 6 3	£10,665 12 9
Russia	2,044,840 10 3	465,243 7 3	350,505 18 7	372,779 15 10	723,285 14 5	43,426 14 10	185 5 1	43,611 19 11
Sweden	307,720 7 4	39,616 7 0	46,130 19 5	66,257 2 9	112,388 2 2	5,541 4 10	3,583 11 8	9,124 16 6
Poland	296,412 0 2	44,312 12 11	16,056 0 3	43,775 4 0	59,831 4 3	68 8 6	.. .. ..	68 8 6
Prussia	894,045 5 3	69,617 2 11	237,741 15 11	294,930 8 11	532,672 4 10	3,808 10 6	.. .. ..	3,808 10 6
Germany	1,992,639 7 6	89,636 1 0	1,529,507 13 7	6,537,200 4 2	8,066,707 17 9	62,303 2 5	44,979 3 0	107,282 5 5
Holland	196,981 12 5	112,952 4 1	2,792 16 10	504,478 1 1	507,270 17 11	.. .. ..	8,997 8 4	8,997 8 4
Flanders	7,067 3 6	.. .. ..	2,045 8 1	63,008 16 2	65,054 4 3			
France	14,655 13 9	.. .. ..	30 0 0	7,945 15 3	7,975 15 3			
Portugal	614,450 0 8	59,934 19 3	573,161 3 4	72,164 4 9	645,325 8 1	5,507 3 10	.. .. ..	5,507 3 10
Madeira	3,388 11 9	.. .. ..	204,369 5 4	20,790 15 0	225,160 0 4	8 17 0	.. .. ..	8 17 0
Spain	797,193 17 9	12,687 2 6	415,193 14 9	121,363 1 11	536,556 16 8	9,569 4 0	.. .. ..	9,569 4 0
Canaries	15,751 14 10	.. .. ..	16,692 0 5	32 5 0	16,724 5 5			
Straits	3,385 3 9							
Gibraltar	25,208 1 1	.. .. ..	96,662 18 4	39,273 12 2	135,936 10 6	600 0 0	.. .. ..	600 0 0
Italy	297,251 19 10	2,545 0 11	615,916 14 10	131,553 2 8	747,469 17 6	500 8 0	.. .. ..	500 8 0
Venice	75,257 10 0	.. .. ..	10,550 18 4	15,331 15 8	25,882 14 0			
Turkey	150,182 12 11	.. .. ..	59,410 8 5	96,100 7 7	155,510 16 0			
Ireland	2,383,148 11 8	381,731 0 2	1,617,338 6 8	1,036,621 2 7	2,653,959 9 3	164,451 8 10	78,659 6 9	243,110 15 7
Mann	30,276 6 7	1,034 4 0	22,574 15 1	13,336 5 8	35,911 0 9	535 4 2	.. .. ..	535 4 2
Guernsey, &c.	227,479 1 1	1,500 8 9	125,736 10 11	70,047 15 8	195,784 6 7	586 7 10	260 19 6	847 7 4
Greenland	88,257 3 3	18,610 7 4	88 9 7	269 17 0	358 6 7			
America — United states	1,997,374 2 10	83,596 16 4	5,524,560 4 10	210,657 19 6	5,735,218 4 4	310,798 10 9	8,221 14 1	319,020 4 10
America — British colonies	238,512 8 5	30,264 18 4	772,373 18 1	155,293 9 1	927,667 7 2	74,980 13 6	14,972 17 0	89,953 10 6
West-Indies — British	4,298,532 3 4	242,085 6 0	2,943,093 18 10	550,896 4 0	3,493,990 2 10	433,884 18 8	26,941 8 7	460,826 7 3
West-Indies — Foreign	336,258 6 5	20,223 1 9	88,186 13 11	10,457 3 0	98,643 16 11	7,904 9 3	780 13 6	8,685 2 9
Asia	3,372,689 0 6	.. .. ..	2,201,991 14 10	156,716 4 4	2,358,707 19 2			
New Holland	.. .. ..	.. .. ..	18,097 14 3	571 14 11	18,669 9 2			
Africa	105,467 0 8	.. .. ..	276,294 4 1	309,080 8 8	585,374 12 9			
Cape of Good Hope	13,663 17 6	.. .. ..	10,402 17 9	3,833 6 6	14,236 4 3			
Sierra Leona	1,266 19 4	.. .. ..	10,565 7 8	4,232 10 6	14,797 18 2			
Prize goods	437,843 10 9							
Totals	21,462,709 15 5	1,724,610 3 0	17,967,803 10 6	11,228,386 18 1	29,196,190 8 7	1,134,416 13 5	188,306 13 9	1,322,723 7 2

Summary.

		Imports	Exports: British merchandize.	Exports: Foreign merchandize.	Exports: Totals.
England		£21,462,709 15 5	£17,967,803 10 6	£11,228,386 18 1	£29,196,190 8 7
Scotland		1,724,610 3 0	1,134,416 13 5	188,306 13 9	1,322,723 7 2
Totals		£23,187,319 18 5	£19,102,220 3 11	£11,416,693 11 10	£30,518,913 15 9

The following is an Account of the number of veſſels with their tunnage and men, including their repeated voyages, which entered inward, and cleared outward, in the ports of Great Britain, during the year 1796.

ENGLAND.													SCOTLAND.											
Inward.						Outward.						Countries, &c. from and to.	Inward.						Outward.					
British.			Foreign.			British.			Foreign.				British.			Foreign.			British.			Foreign.		
Veſſels.	*Tuns.*	*Men.*	*Veſſels.*	*Tuns.*	*Men.*	*Veſſels.*	*Tuns.*	*Men.*	*Veſſels.*	*Tuns.*	*Men.*		*Veſſels.*	*Tuns.*	*Men.*	*Ves.*	*Tuns.*	*Men.*	*Veſſels.*	*Tuns.*	*Men.*	*Ves.*	*Tuns.*	*Men.*
97	8,374	708	757	120,481	7,164	269	46,816	2,571	560	91,549	5,350	Denmark & Norway	42	2,849	180	223	23,213	1,556	113	12,847	748	96	12,378	790
774	191,637	8,547	13	2,107	106	395	96,780	4,481	55	9,395	483	Ruſſia	245	30,621	1,719	1	220	18	94	11,874	703			
15	2,791	141	2	400	20	10	1,579	83				Courland												
138	25,190	1,168	11	1,721	89	42	9,951	456				Livonia												
118	16,645	912	212	27,735	1,586	107	16,020	874	145	17,216	1,101	Sweden	74	6,045	402	..	..	..	116	11,304	739	1	180	11
50	7,848	432	15	3,178	165	25	5,059	257	1	80	7	Poland	75	7,316	415	2	250	10	28	2,643	153			
549	117,106	5,385	1,023	93,829	4,725	232	51,335	2,436	985	82,197	4,524	Pruſſia	127	21,437	1,088	20	2,070	94	28	4,154	225	32	3,118	166
135	24,356	1,118	66	13,929	650	37	4,877	239	37	7,044	397	Dantzik												
228	40,770	2,039	148	15,660	902	229	35,043	1,871	141	18,939	1,084	Germany	56	5,419	319	4	557	30	50	5,019	317	14	1,306	79
13	1,656	96	69	9,592	450	18	2,797	151	98	14,294	755	Bremen												
63	10,638	540	190	32,229	1,559	54	8,926	458	260	39,095	2,076	Hamburgh												
1	62	9	151	10,908	712	1	22	4	82	5,376	395	Holland	1	93	6	48	3,840	227	..	..	..	2	400	27
..	..	..	49	4,495	302	..	....	..	22	1,876	130	Flanders												
55	12,160	649	140	9,907	884	..	....	..	122	8,974	782	France												
223	29,070	1,714	26	2,762	202	193	27,313	1,647	105	17,293	1,000	Portugal												
6	414	27	5	433	29	7	587	48	1	51	5	Azores	31	3,510	238	..	..	..	23	2,619	185	1	340	17
2	307	19	1	400	30	11	1,715	107	28	7,987	673	Madeira												
74	10,094	598	108	13,956	969	40	4,790	301	110	15,227	1,051	Spain	8	837	49	1	180	11	10	1,280	72	1	206	12
10	1,780	93	..	.. ..	. . .	7	1,156	61	4	670	38	Canaries												
31	7,554	408	..	.. ..	. . .	39	5,300	324	2	456	28	Straits and Gibraltar												
25	3,187	220	2	370	20	32	4,193	274	42	8,471	469	Italy	3	658	35									
..	.. ..	..	1	140	18	..	....	..	1	163	17	Genoa												
36	5,167	278	3	477	29	10	1,810	94	4	489	31	Leghorn												
12	1,583	88	..	.. ..	. . .	2	413	20	4	616	35	Naples												
25	4,216	228	4	830	40							Sicily												
4	1,004	57	..	....	. . .	1	305	8				Corſica												
7	771	45	8	1,490	108	..	....	..	12	2,181	165	Venice												
12	2,637	137	2	310	24	4	1,048	54	2	380	27	Turkey												
4,965	453,772	26,888	44	6,828	389	5,347	463,356	25,130				Ireland	1,925	102,792	8,810	2	228	13	1,321	75,154	6,243			
247	9,858	794	..	....	. . .	301	12,122	981				Mann	27	683	68	..	..	..	7	240	20			
504	37,749	2,589	12	1,173	80	630	37,003	2,657	1	46	4	Guernſey, &c.	3	491	23	..	..	..	7	1,267	65			
43	11,902	1,634	..	....	. . .	42	11,516	1,598				Greenland	9	2,317	310	..	..	..	9	2,317	312			
24	5,608	387	..	....	. . .	37	9,054	739				Southern fiſhery												
4	777	46	474	101,132	4,956	9	1,522	99	467	99,774	5,315	America. United ſtates	4	635	40	33	6,187	302	2	547	30	29	5,583	263
136	17,305	1,167	..	....	. . .	235	29,881	2,226				America. Brit. colonies	15	2,349	153	1	181	7	37	5,524	389			
3	794	88	..	....	. . .	3	767	84				America. Hudſon's bay												
2	270	19	1	106	7	1	84	9	2	276	16	America. Florida												
9	1,977	108	1	346	12							America. Honduras	1	161	9									
504	137,769	7,924	..	....	. . .	372	95,976	6,699				Weſt-Indies. Britiſh	37	7,426	444	..	..	..	45	8,074	637			
113	29,552	1,978	12	2,458	142	125	26,383	1,930	3	514	27	Weſt-Indies. Conquered	15	2,612	172	..	..	..	9	1,505	133			
26	4,996	535	..	....	. . .	2	216	20	10	2,270	129	Weſt-Indies. Foreign												
50	31,262	3,982	3	1,266	172	78	59,457	6,924				Aſia												
1	313	16	..	....	. . .	4	1,487	119				New Holland												
12	1,621	118	4	1,378	64	127	23,251	3,160	7	1,000	75	Africa												
17	1,961	106	6	1,117	65	9	994	60	3	780	41	Barbary												
..	.. ..	..	..	....	. . .	2	333	24	1	168	8	Cape Verde												
6	2,194	159	..	....	. . .	14	7,020	591				Cape of Good Hope												

1797—The manufacturing intereſt of Great Britain ſuſtained a very heavy, and (as it has ſince turned out) perhaps an irreparable, loſs in the death of Mr. Stephen Dolignon, the ingenious inventor of a highly-improved kind of weaving machinery, adapted to the manufacture of all kinds of ſtuffs, from the coarſeſt to the fineſt, and from the narroweſt to the broadeſt. The looms may be wrought by the power of wind, water, ſteam, weights, or animal ſtrength; and they differ from all other weaving machinery in poſſeſſing (if I may be allowed the phraſe) an inſtinctive capacity of knowing when any thread of the warp or weft is broken, in which caſe the loom, wherein ſuch an accident has happened, ceaſes its motion, while the others, actuated by the ſame moving power, proceed in their work, thereby calling upon the perſon attending it to repair the damage, which being done, it immediately goes on as before. Six of theſe looms may with eaſe be attended by a girl of fifteen years of age, or an infirm or aged perſon of either ſex.

This invention poſſeſſes the important advantage over moſt other ſpecies of machinery for the abridgement of labour, that *the general uſe of it can give no alarm to the people engaged in the manual fabrication of the goods which may be made by it*, if the art is laid open to the public: for a weaver, who has been accuſtomed to work upon one loom, may, as the expenſe of the machinery is moderate, eaſily ſet up ſix looms, to be wrought by weights or any other moving power, and immediately furniſh ſix times as much cloth at half the former price of weaving, and earn three times as much as before. His increaſed profits may very ſoon enable him to ſet up ſix more, to be attended by his wife or his children; and ſo he may proceed, till he is maſter of a great factory. Thus the uſe of this machinery, inſtead of threatening them with loſs of employment, may, in the very firſt inſtance, be a bleſſing, and a fund of wealth to the Britiſh operative weavers, who need only ſuch aſſiſtance to counteract the enormous expenſe of living to enable them to become *the manufacturers for the whole world.*

This moſt uſeful invention, which crowns and completes what Arkwright's machinery began, would ere now have enabled the Britiſh manufacturer to bring cotton from its raw ſtate, as it dropt from the ginning engine, to a finiſhed web fit for immediate uſe, all by the agency of quick and cheap-working machinery, had the inventor been ſpared to eſtabliſh his works on a ſcale ſufficiently extenſive. But it pleaſed God to take him off (February 7th 1797) ſoon after he had brought his machinery to a ſtate of perfection ſatisfactory to himſelf. And this friend of mankind, who, if he had flouriſhed in antient times, would have been honoured with ſtatues and altars, and been ranked with Mercurius Triſmegiſtus, Minerva, Ceres, Melcartus, and other beneficent

deities, now lies interred in a village church-yard * without an inſcription to record his merits, or even his name.

February 14th—A Britiſh fleet, conſiſting of fifteen ſhips of the line, four frigates, a ſloop, and a cutter, under the command of Admiral Sir John Jervis, being off Cape St. Vincent, fell in with a Spaniſh fleet conſiſting of twenty-ſeven ſail of the line, of which one carried 136 guns on four decks, and was ſaid to be the largeſt veſſel in the world, five carried 112 guns each, one 84, and all the others 74. Notwithſtanding ſo great a diſparity in the number of ſhips, the Britiſh fleet obtained a complete victory, and took two ſhips of 112 guns, one of 84, and one of 74. The reſt eſcaped into Cadiz. And there they were blocked up by the Britiſh admiral, who was immediately created earl of St. Vincent, the title being taken from the point of land neareſt to the battle. And thus was the Ocean left free for the navigation of the Britiſh commerce.

The Spaniſh iſland of Trinidad was taken by the Britiſh forces under the command of Lieutenant-general Sir Ralph Abercromby and Rear-admiral Harvey. The Britiſh fleet having arrived in the Gulf of Paria in the afternoon of the 16th of February, prepared for landing the troops, and attacking a Spaniſh fleet lying at anchor in the bay, next morning. But they were ſurpriſed in the night-time with the ſight of the Spaniſh ſhips all in a blaze: and on the morning they found that the Spaniards had not only abandoned the ſhips, but alſo fled from the forts conſtructed upon a ſmall iſland for defending the ſhipping. On the ſame day the Spaniſh governor ſurrendered the colony with ſcarcely any reſiſtance. The ſhips found burnt conſiſted of three of 84 and 74 guns and one of 36. One ſhip of 74 guns was ſaved from deſtruction by the Britiſh ſeamen.

Trinidad, ſituated almoſt cloſe to the continent of South America and in ſight of the iſland of Tobago, is the fifth in magnitude of the Weſt-India iſlands. It is happily exempted from the hurricanes which in the other iſlands often ſweep away in one hour the produce of the induſtry of many years. Earthquakes are ſometimes felt; but they have never been fatal. Some ridges of mountains, which interſect the iſland ſend forth a great number of rivulets, which might be employed to water the plains, when neceſſary, and to work plantation machinery. The Gulf of Paria, an inland ſea formed by the projecting points of

* Benjeo near Hertford.

A relation, whom Mr. Dolignon inſtructed, with a view to make him his partner and ſucceſſor in the buſineſs, underſtands the conſtruction and uſe of the machinery: and there are many young women now diſperſed in ſervice or other employments, whom he taught to work on the looms. It is therefor not yet too late for any, who feel themſelves called upon by motives of patriotiſm, philanthropy, or intereſt, to act as the *guardians of Britiſh manufactures*, to produce beneficial and reputable employment to young women, or to improve their own fortunes by a moſt profitable branch of induſtry, to reſcue this *orphan manufacture* from annihilation, and to nurſe it up to maturity and ſtrength, with great benefit to themſelves, and incalculable advantages to the commerce, the wealth, and the power, of Great Britain.

Trinidad and the main land, is a vaſt land-locked harbour, capable of containing, perhaps, all the veſſels in the world.

The few inhabitants, a mixture of Spaniſh and Indian blood, applied to the cultivation of cacao, which grew here in greater perfection than anywhere elſe, till the year 1727, when a violent north wind, which is everywhere fatal to thoſe trees, deſtroyed the whole of them. Since that time the indolent and ſuperſtitious people have ſcarcely applied to any branch of induſtry, but ſupport themſelves by raiſing a little Indian corn, by the almoſt ſpontaneous production of a large ſpecies of plantanes, keeping a few meagre cattle, killing wild cattle, and catching fiſh. The court of Spain held out invitations to the Roman-catholics of all nations to ſettle in Trinidad: but very few accepted the offer. In the hands of an induſtrious people the iſland is capable of becoming one of the moſt important colonies in the Weſt-Indies *.

In the beginning of February the king of Spain publiſhed an edict, ſtrictly prohibiting, on the expiration of three months after the date of it, the importation of any goods manufactured in Great Britain, or which have paid any duties to the Britiſh government. The officers of the cuſtoms were alſo ſtrictly enjoined to admit no goods from neutral countries without certificates from the ports, where they were ſhipped.

In purſuance of this line of policy, a proclamation was iſſued by the governor of Cuba, that he would not admit into the port of the Havanna any neutral veſſels coming from England; which entirely fruſtrated the voyages of a number of veſſels conſigned to the merchants of the Havanna.

The French directory went ſtill farther. They ordered (2^{d} March) their ſhips of war and privateers to ſeize, and carry into the ports of the republic, all neutral veſſels having onboard any goods belonging to their enemies; and directed that the goods ſhould be condemned as lawful prize, and that the ſtipulated freight, with a reaſonable allowance for demurrage, ſhould be paid to the veſſels, which ſhould thereupon be ſet at liberty. They added, that this order ſhould be withdrawn as ſoon as the hoſtile powers ſhould duely reſpect the flags of the neutral veſſels employed in carrying French property.

In ſpite of all theſe efforts to cruſh the Britiſh commerce, it ſtill continued to flouriſh.

February 21st—A new commercial treaty was concluded with Ruſſia, the preamble of which ſets forth, that the king of Great Britain and the emperor of Ruſſia, being deſirous of promoting the commercial proſperity of their ſubjects, judged it proper to aſcertain, and collect in one point of view, the reciprocal rights and duties agreed upon for facilitating the exchanges between the two nations.

* I am indebted for the moſt of this brief account of Trinidad to Mr. Raynal. [*Hiſt. phil. et pol. V.* vi, *pp.* 181, 186.]

The firſt article engages that the friendſhip and good intelligence between the two countries ‘ ſhall laſt for ever,’ as in the treaty of the year 1766.

2) The ſubjects of both powers ſhall have mutual freedom of navigation and commerce in all parts of their dominions in Europe, where any other nation has, or ſhall hereafter have, ſuch freedom of navigation and commerce.

3) The ſubjects of both powers may enter, trade, and remain, with their veſſels and carriages, loaded or empty, in all places where the ſubjects of any other nation are admitted. No reſtraint ſhall be put on the ſeamen, or paſſengers, or their veſſels; and deſerters ſhall be reſtored. They ſhall have liberty to repair their veſſels or carriages, purchaſe proviſions and other things for them at the current price, and ſtay or depart at their pleaſure, they conforming in all things to the laws of the country in which they are.

4) The ſubjects of Great Britain may carry by land or by water in their own veſſels or carriages, or in hired ones, into any province whatever of Ruſſia all kinds of merchandize not particularly prohibited, and ſell them in wholeſale by the bale, cheſt, barrel, &c. in their houſes without moleſtation, and without being obliged to become citizens. The Ruſſian merchants ſhall have the ſame privileges in the ports of Great Britain and Ireland, where they ſhall be eſtabliſhed and reſide, and may become citizens in the places of their reſidence. They may buy, and export, all kinds of merchandize allowed to be exported by the ſubjects of any other nation, and alſo gold and ſilver wrought and unwrought, except the coined money of Great Britain. In caſe of death, bankruptcy, or extraordinary neceſſity, the effects of the merchants in either country may be diſpoſed of in any manner moſt advantageous to the perſons intereſted. But nothing muſt be done by the merchants on either ſide contrary to the laws of the country wherein they are: and therefor all diſputes wherein Britiſh merchants are concerned at Peterſburg ſhall be determined by the college of commerce, and, where there is no college of commerce, by the tribunals which have cognizance of commercial affairs.

5) In order to preſerve a juſt equality, both Ruſſian and Britiſh merchants ſhall pay the ſame duties on exportation and importation, whether in Ruſſia or the Britiſh dominions, and whether in Ruſſian or in Britiſh veſſels. The contracting powers ſhall make no regulations in favour of their own ſubjects, but what ſhall be extended to thoſe of both.

6) Veſſels ſhall be loaded and unloaded with all poſſible diſpatch. When Britiſh ſubjects have contracted with any chancery or college for the delivery of goods, and deliver them within the term fixed by contract, they ſhall be received, and paid for agreeable to the terms of the contract. And the ſame rule ſhall be obſerved in the dominions of Great Britain towards Ruſſian merchants.

7) Goods bought in either country by the merchants of the other ſhall be paid for in the current money of the country, unleſs otherways ſtipulated in the contract.

8) The ſubjects of both powers have permiſſion to load their veſſels or carriages in all the uſual ports of embarkation with the goods bought by them, on paying the cuſtoms, provided they conform themſelves to the laws.

9) They ſhall pay no higher duties on either ſide upon the importation or exportation of their merchandize than are paid by the ſubjects of other nations *. Goods imported clandeſtinely into either country ſhall be confiſcated; and the merchants concerned in ſmuggling ſhall moreover pay the fine directed by the law.

10) The ſubjects of either power ſhall be permitted to trade freely with ſtates which are at war with the other, provided they do not carry ammunition to the enemy. But places actually blockaded or beſieged, by ſea or land, are excepted from this permiſſion.

11) Cannons, mortars, fire-arms, bombs, grenades, balls, flints, matches, powder, ſaltpetre, ſulphur, pikes, ſwords, belts, cartouch-boxes, ſaddles, and bridles, beyond the quantities neceſſary for the uſe of the people onboard the veſſel, are declared to be warlike ſtores, and ſeizable as contraband or prohibited goods. But neither the veſſel, paſſengers, nor other goods, ſhall be detained from proceeding on their voyage.

12) In caſe of war breaking out between Great Britain and Ruſſia, the perſons, veſſels, and goods, of the ſubjects of either power ſhall be perfectly at liberty, for the term of a year at leaſt, to ſell or carry away their effects, and at their departure to appoint attornies to ſell their goods and collect their debts, which the debtors ſhall be obliged to pay.

13) Every aſſiſtance ſhall be given to the unfortunate ſufferers by ſhipwreck, and all their goods ſhall be preſerved and reſtored to them, they paying a ſuitable ſalvage to thoſe who have aſſiſted in ſaving their effects.

14) Britiſh merchants may build, buy, ſell, or hire, houſes in any part of Ruſſia, except in thoſe cities which have rights inconſiſtent with ſuch liberty: and the houſes belonging to, and inhabited by, Britiſh merchants in Peterſburg, Moſcow, Archangel, Riga, Narva, and all the ports of the Black ſea, ſhall be exempted from quartering ſoldiers, but not thoſe in other towns. In like manner Ruſſian merchants may build, buy, ſell, or hire, houſes in Great Britain and Ireland, as it is allowed to the ſubjects of the moſt favoured nation. The ſubjects of both parties ſhall have the free exerciſe of their religion in their own houſes, or in the places allotted for that purpoſe: and they ſhall alſo have full power to diſpoſe of their property, or to leave it by will, according to the cuſtoms and laws of their own country.

* By a declaration annexed to the treaty, the words 'other nations,' are limited to European nations.

15) Britiſh ſubjects, propoſing to leave Ruſſia, ſhall only be required to publiſh their names and places of abode in the gazette, ‘ according to ‘ the cuſtom of the preſent day,’ and ſhall thereupon have paſſports, without any obligation to give ſecurity, if no juſt cauſe of detention ſhall appear. The ſame facility ſhall be granted to Ruſſian ſubjects intending to leave the Britiſh dominions.

16) In hiring domeſtics the ſubjects of either power ſhall conform to the laws of the country wherein they are.

17) In law proceedings the Britiſh merchants ſhall be amenable only to the college of commerce, or, in cities at a diſtance from it, to the magiſtrates *. Ruſſian merchants in Great Britain ſhall in like manner have the ſame protection and juſtice, which the laws of that kingdom grant to the foreign merchants of the moſt favoured nations.

18) The merchants ſhall not be obliged to ſhow their books or papers in either country, unleſs for giving evidence in courts of juſtice; and they ſhall not be taken nor detained. Britiſh merchants, becoming bankrupts in Ruſſia, or refuſing to pay their debts, ſhall be treated according to the laws of that empire. An arreſt may be laid on the effects of the debtor, equivalent to the value of the debt, and, for want of ſufficient effects, on the perſon of the debtor; and delegates, appointed by the creditors, ſhall diſtribute the effects among them with all convenient ſpeed. The ſame procedure ſhall be obſerved towards the Ruſſian merchants in the dominions of Great Britain.

19) ‘ In caſe of complaints and of law-ſuits, three perſons of irreproach- ‘ able character from amongſt the foreign merchants ſhall be, according ‘ to the circumſtances of the caſe, appointed by the college of commerce, , and in ſuch places where there is none, by the magiſtrate, to examine ‘ the books and papers of the complainants: and the report, which they ‘ ſhall make to the college of commerce, or to the magiſtrate, of what ‘ they ſhall have found in the ſaid books and papers, ſhall be conſidered ‘ as a good proof.’

20) The acts of the clerks or ſervants of merchants, having power from them, ſhall be binding upon them at the cuſtom-houſe. Ruſſian ſervants, employed in ſhops, ſhall be regiſtered, and bargains made by them ſhall be binding upon their maſters.

21) If Ruſſian merchants do not pay their bills, or do not deliver goods contracted for at the time and place agreed upon, to Britiſh merchants, the college of commerce ſhall ſummon them thrice, and if, after a proper time allowed, they do not appear, ſhall give judgement againſt them, and ſend an expreſs, at the expenſe of the plaintiff, to the governors and tribunals of government, who ſhall compell them to fulfill their engagements. But, if the demand of the Britiſh merchant be found frivolous or unjuſt, he ſhall be obliged to pay the damage occaſioned by it.

* The right of appeal mentioned in the treaty of 1766, is now omitted.

22) Brokers ſhall be obliged, upon due proof, to make good all loſſes occaſioned by inferior quality or fraudulent package of the goods paſſing through their hands: and they ſhall receive a fair brokerage.
23) Regulations ſhall be made for preventing abuſes in packing leather, hemp, or flax: and any diſputes concerning the weight or tare of merchandize ſhall be determined at the cuſtom-houſe.
24) The ſubjects of either power ſhall be treated in the dominions of the other as the moſt favoured nation with reſpect to taxes and duties.
25) The ſubjects of either power, living in the dominions of the other, ſhall have liberty to aſſemble in a body with their conſul, as a factory, and make regulations for their common intereſt, which, however, muſt in no reſpect be contrary to the laws of the country wherein they are eſtabliſhed.
26) The duration of the treaty is fixed to be eight years, reckoning from the expiration of the convention of the year 1793; that is to ſay, till the 25th of March 1807.

This treaty was ſigned at Peterſburg by three Ruſſian plenipotentiaries and Sir Charles Whitworth, 10th-21st February 1797 *.

The bank of England is the center of all the circulation of money in the kingdom, as the heart is the center of the circulation of blood in the body. Being the great repoſitory of the ſpare caſh of the nation, it is ſubject to be called upon for caſh, directly or indirectly, by thoſe who are in want of it, and is neceſſarily affected by every material failure or diſtreſs, which ariſes from a deficiency of coin in any part of this kingdom or Ireland.

The great and continued drains of bullion in conſequence of the enormouſly expenſive operations of the war, the loans to the emperor of Germany and other ſubſidies to foreign princes, and alſo the large ſums payable for cargoes and freights of neutral ſhips taken, which the foreign owners required to be paid in bullion, had raiſed the price of gold (8th October 1795) to £4:4:0 per ounce: and our gold coin being only £3:17:10½ per ounce, it was evident that the current money of this country, conſiſting almoſt wholely of gold, would be carried abroad to a very alarming amount.

Ever ſince December 1794 the directors of the bank of England had been repeatedly expreſſing to the chancellor of the exchequer their uneaſineſs on account of the magnitude of the ſums drawn from the bank for the ſervice of government, and anxiouſly requiring payment, or at leaſt a conſiderable reduction, of the debt. They even reſolved to limit their advances upon treaſury bills to the ſum of £500,000; and they requeſted of Mr. Pitt to make his arrangements ſo as not to have occa-

* Though ſeveral articles in this treaty differ little or nothing from correſponding ones in that of the year 1766, I have thought it better to give the compreſſed ſubſtance of the whole, than to put the reader to the trouble of ſo many times paſſing from the one to the other.

ſion to draw on them for any ſum beyond that limitation. And at laſt they acquainted him (30th July 1795) that they were determined to give orders to their caſhiers to refuſe payment of any treaſury bills, which would carry the advance beyond that amount. Nevertheleſs, the chancellor of the exchequer obtained further advances from them, which were 'granted with extreme reluctance on their part on his 'preſſing ſolicitations, and ſtatement that ſerious embarraſſments would 'ariſe to the public ſervice, if the bank refuſed.'

It would be tedious to enumerate all the applications of the governors of the bank to the prime miniſter, urging a ſpeedy diminution of the advance made by the bank, and deprecating further demands. Suffice it to ſay, that on the 10th of February 1797 the government was indebted to the bank, according to a ſtatement delivered to Mr. Pitt, as follows.

Arrears of advance on land and malt taxes	1794	£337,000
Ditto	ditto 1795	491,000
Ditto	ditto 1696	2,392,000
Exchequer bills on vote of credit		968,800
Ditto on conſolidated fund 1796		1,323,000
Treaſury bills paid at the bank		1,674,645
		7,186,445
Beſides arrears of intereſt due, &c.		400,000

The directors of the bank repreſented to the miniſter, that, if the loan of £1,500,000 to be raiſed in this country for Ireland, which was then in contemplation, ſhould proceed, the greateſt part of it would be remitted in hard caſh, which would bring ruin upon the bank, and probably compell them to ſhut their doors; that at any rate they muſt diminiſh their advances to the treaſury, and leſſen the cuſtomary accommodation to the merchants in the way of diſcount.

About this time there was much talk of an invaſion of this country from France: and it was ſuppoſed that many people in all parts of the country were deſirous of ſecuring as much as poſſible of their property in gold coin in their own poſſeſſion. Certain it is, that very heavy demands were made upon the country banks, and that two banks in Newcaſtle were obliged to ſtop paying in caſh. The country banks were thereupon obliged to make large demands for hard money upon the bankers in London, who were their correſpondents, which conſequently obliged them to drain very large ſums in hard caſh from the bank. This run upon the bank had been progreſſively increaſing. But particularly in the week beginning with Monday the 20th of February it exceeded that of any preceding week; and the demands on the Friday and Saturday were larger than thoſe of the four preceding days taken together.

On Friday (24th) the committee of the whole court of directors, alarmed at the rapid diminution of the caſh in their coffers, deſired the

deputy governor and Mr. Boſanquet to wait on Mr. Pitt, to repreſent to him the dreadful drain of their caſh, 'and to aſk him, how far he 'thought the bank might go on paying caſh, and when he would think 'it neceſſary to interfere, before (their) caſh was ſo reduced, as might 'be detrimental to the immediate ſervice of the ſtate.'

In this criſis the king was requeſted to come to town to aſſiſt at a meeting of the privy council: and on Sunday (26th) a council was accordingly held at St. James's, the reſult of which, and of another meeting immediately after it in Downing ſtreet between the members of the adminiſtration, and the governor, deputy governor, Mr. Thornton, Mr. Boſanquet, and other directors of the bank, after a warm conference, was, that the following order of privy council ſhould be ſent to the bank.

'At the council chamber, Whitehall, February 26th, 1797.

'By the lords of his Majeſty's moſt honourable privy council,

'Preſent The Lord chancellor,
'Lord preſident,
'Duke of Portland,
'Marquis Cornwallis,
'Earl Spencer,
'Earl of Liverpool,
'Lord Grenville,
'Mr. Chancellor of the exchequer.

'Upon the repreſentation of the chancellor of the exchequer, ſtating, that from the reſult of the information which he has received, 'and of the inquiries which it has been his duty to make, reſpecting 'the effect of the unuſual demands for ſpecie, that have been made 'upon the metropolis, in conſequence of ill-founded or exaggerated 'alarms in different parts of the country, it appears, that, unleſs ſome 'meaſure is immediately taken, there may be reaſon to apprehend a 'want of a ſufficient ſupply of caſh to anſwer the exigencies of the 'public ſervice. It is the unanimous opinion of the board, that it is 'indiſpenſably neceſſary for the public ſervice, that the directors of the 'bank of England ſhould forbear iſſuing any caſh in payment, until 'the ſenſe of parliament can be taken on that ſubject, and the proper 'meaſures adopted thereupon, for maintaining the means of circulation, 'and ſupporting the public and commercial credit of the kingdom at 'this important conjuncture; and it is ordered that a copy of this 'minute be tranſmitted to the directors of the bank of England: and 'they are hereby required, on the grounds of the exigency of the caſe, 'to conform themſelves thereto, until the ſenſe of parliament can be 'taken as aforeſaid. (Signed) W. Fawkener.'

On Monday the following notice was publiſhed by the directors of the bank.

'Bank of England, February 27th, 1797.

'In conſequence of an order of his Majeſty's privy council notified 'to the bank laſt night, a copy of which is hereunto annexed,

'The governor, deputy governor, and directors, of the bank of Eng- 'land think it their duty to inform the proprietors of bank ſtock, as 'well as the public at large, that the general concerns of the bank are 'in the moſt affluent and flouriſhing ſituation, and ſuch as to preclude 'every doubt as to the ſecurity of its notes.

'The directors mean to continue their uſual diſcounts for the accom- 'modation of the commercial intereſt, paying the amount in bank notes: 'and the dividend warrants will be paid in the ſame manner.

(Signed) 'Francis Martin, ſecretary.'

(To this was annexed a copy of the order of council.)

The actual arrival of an event, which, by all perſons who had ever contemplated a probability of its happening, had been dreaded as the death-blow to the commercial proſperity of the country, produced a conſiderable alarm: but it was infinitely ſhort of what might have been expected. The principal merchants and bankers immediately met at the manſion-houſe, and drew up the following reſolution.

'Manſion-houſe, London, February 27th, 1797.

'At a meeting of merchants, bankers, &c. held here this day to con- 'ſider of the ſteps, which it may be proper to take to prevent embar- 'raſſment to public credit, from the effect of any ill-founded or exag- 'gerated alarms, and to ſupport it with the utmoſt exertions at the pre- 'ſent important conjuncture,

'The lord mayor in the chair,

'Reſolved unanimouſly, that we the underſigned, being highly ſen- 'ſible, how neceſſary the preſervation of public credit is at this time, 'do moſt readily hereby declare, that we will not refuſe to receive bank 'notes in payment of any ſum of money to be paid to us; and we will 'uſe our utmoſt endeavours to make all our payments in the ſame 'manner. (Signed) Brook Watson.'

It was immediately ſigned by all the other gentlemen preſent, and, in a few days, by above three thouſand principal merchants, bankers, and traders.

On the following day a paper, nearly ſimilar, was ſigned and publiſhed by the lords of the privy council. And in a few days all tranſactions of every kind went on, as if nothing had happened; and people in general did not perceive, at leaſt not immediately, that there was any difference between bank notes, not convertible into money of ſolid gold and ſilver, and that money itſelf.

In the courſe of the inveſtigations, which took place in each of the houſes of parliament in conſequence of this extraordinary event, a variety of accounts were produced, illuſtrative of the affairs of the bank.

The following is the account of the money advanced for the public ſervice by the bank of England, and outſtanding on 25th February 1797.

On land-tax	1794	£141,000			
	1795	312,000	4,077,000	0	0
	1796	1,624,000			
	1797	2,000,000			
On malt-tax	1794	196,000			
	1795	158,000	1,854,000	0	0
	1796	750,000			
	1797	750,000			
Conſolidated fund	1796	1,323,000	2,144,400	0	0
Vote of credit for £2,500,000	1796	821,400			
Exchequer bills without intereſt			376,739	0	9
Treaſury bills of exchange			1,512,274	2	3
Total			£9,964,413	3	0

The average amount of bank notes for every quarter in the following years.

	1790	1791	1792	1793	1794	1795	1796
January to March	10,245,280	11,601,950	11,239,170	11,963,820	11,159,720	12,432,240	10,824,150
April to June	11,160,590	12,060,020	11,765,280	12,100,650	10,366,450	10,912,680	10,770,200
July to September	11,348,700	11,764,680	11,316,790	10,938,620	10,343,940	11,034,790	9,720,440
October to December	11,510,270	11,225,840	11,157,040	10,967,310	10,927,970	11,608,670	9,645,710

The weekly amount of bank notes in circulation in the firſt eight weeks of the year 1797.

January 7th	14th	21st	28th	Feb'. 4th	11th	18th	25th
9,185,520	9,893,340	10,550,830	10,024,740	9,667,460	9,431,550	9,137,950	8,640,250

The following account gives a view of the ſtate of the caſh in hand, the bills diſcounted for the accommodation of merchants and traders, and the ſums advanced to government in every quarter ſince the commencement of the preſent war.

	Date.	*Caſh and bullion in hand.*	*Bills diſcounted.*	*Average advance to government.*
1793	March	£3,508,000	£4,817,000	£8,735,200
	June	4,412,000	5,128,000	9,434,000
	September	6,836,000	2,065,000	9,455,700
	December	7,720,000	1,976,000	8,887,500
1794	March	8,608,000	2,908,000	8,494,100
	June	8,208,000	3,263,000	7,735,800
	September	8,096,000	2,000,000	6,779,800
	December	7,768,000	1,887,000	7,545,100
1795	March	7,940,000	2,287,000	9,773,700
	June	7,356,000	3,485,000	10,879,700
	September	5,792,000	1,887,000	10,197,600
	December	4,000,000	3,109,000	10,863,100
1796	March	2,972,000	2,820,000	11,351,000
	June	2,582,000	3,730,000	11,269,700
	September	2,532,000	3,352,000	9,901,100
	December	2,508,000	3,796,000	9,511,400
1797	February 26th	1,272,000	2,905,000	*10,672,490

* The intereſt due is included in this ſum, which makes the difference between it and the total in the preceding account.

It is to be obſerved, that only round numbers are uſed in the accounts of the caſh and bullion, and of the bills diſcounted, the directors of the bank having choſen to adopt a myſterious kind of arithmetic in their ſtatement of theſe accounts. The extent of the diſcounts has at no time been ſo great as might be expected, when we conſider the amount of the property, which muſt be conſtantly in circulation in the form of real bills among the merchants, manufacturers, and other traders, of this manufacturing and commercial country *.

The following is a complete account of the eſtate of the corporation of the bank of England on the afternoon of Saturday the 25th of February 1797.

Dr.			Cr.	
Bank notes in circulation		£8,640,250	Bills and notes discounted, cash and bullion	£4,176,080
Drawing account		2,389,600	Exchequer bills	8,228,000
Exchequer bills deposited		1,676,000	Land and buildings	65,000
Audit roll, or unpaid dividends		983,730	Lent to the East-India company on mortgage annuities of £1,200,000	700,000
Bank-stock dividends, unclaimed		45,150	Stamps	1,510
East-India annuity dividends, unclaimed		10,210	Navy and victualling bills	15,890
Sundry small articles, unclaimed		1,330	American debentures, 1790	54,150
Due from the chief cashier on the loan of 1797		17,060	Petty cash in the house	5,320
Iriſh dividends, unpaid		1,460	Sundry articles	24,150
Imperial dividends, ditto		5,600	Five-per-cent navy annuities	795,800
Balance for			Five-per-cent annuities of 1797	1,000,000
Net eſtate of the bank, independent of the permanent debt due by the government	3,826,890		Treaſury bills paid	1,512,270
Amount of the government permanent debt	11,686,800		Lent to government without interest	376,000
Total net eſtate		15,513,690	Bills diſcounted, unpaid	88,120
			Treaſury and exchequer fees	740
			Intereſt due on ſums advanced to government	554,250
				17,597,280
			Permanent debt due by government, with an intereſt of three per cent	11,686,800
		£29,284,080		£29,284,080

Thus it appears, that the affairs of the bank were by no means in a ſituation to give any real cauſe of alarm to their creditors, and that the company were fully able to make good all demands of every kind, which could come upon them; and, with reſpect to their concerns with the public at large, it may be truely ſaid, that '*The ſtability of the bank of England is equal to that of the Britiſh government. All that it has advanced to the public muſt be loſt, before its creditors can ſuſtain any loſs* †.'

With reſpect to the partners of the company, or proprietors of bank ſtock, the value of their property, if there had been a neceſſity at this

* Some writers, deſirous of extolling the greatneſs of the bank's concerns, about this time ſtated the uſual amount of their diſcounts at nine or ten millions annually, which they ſuppoſed a prodigious great ſum. It appears, that, with all their deſire of making the moſt of it, they were rather under the average of the real amount, at leaſt after the year 1794.

† *Smith's Wealth of nations, V.* i, *p.* 482, *ed.* 1793.

time to bring the affairs of the bank to a final cloſe, muſt have been ſuch proportion for every £100 of their ſtock, as £11,642,400, the whole ſtock, (ſee above, V. iii, p. 699) bears to £15,513,690, the corporation's net eſtate by the balance. But as the greateſt part of that balance, or net eſtate, conſiſts of a debt due by government, which is not to be repaid, but in the event of the parliament refuſing to renew the excluſive privileges at the expiration of the term for which they were granted, that capital, and the other government funds belonging to the company, could then only be valued at what they could ſell for, which, if ſuch a maſs of ſtock had been thrown upon the market at this time would ſcarcely have reached £50 for every £100, upon the average of the whole. A ſtill greater deduction would have taken place in the value of the buildings, which are fit for no other uſe than that for which they were erected. Hence it appears, that the proprietors, *upon a diviſion*, muſt have loſt a conſiderable part of their ſtock beſides the whole of their premium, for ſuch we may call the exceſs of the price paid for bank ſtock over £100. There were however, comparatively ſpeaking, but very few proprietors, who wiſhed to get rid of their ſtock: and a premium, leſs or more, according to the general fluctuation of the ſtocks, continues to be paid for bank ſtock, the purchaſers conſidering the price paid for £100 of ſtock as the value of an annual income of £7, which the trade of the company has enabled them to divide ever ſince the year 1788, together with their proportional right to the accumulated profits; and, by their willingneſs to inveſt their property in its funds, giving a deciſive proof, that they have no apprehenſions of the ſtability of the bank.

A number of papers tending to account for the ſcarcity of money were preſented to parliament. Thoſe containing the accounts of the war expenditure do not come within the plan of this work. But it is proper to give a conciſe view of thoſe which throw light upon the commerce of the country. From the accounts preſented by Mr. Irving, inſpector-general of imports and exports, it appeared, that the exportation of money for the purpoſes of the war, though great beyond all former example, was more than compenſated by the very large balances flowing from the commerce of the kingdom, which greatly exceeded thoſe of any preceding period of war or peace, the exports to Germany alone, which in time of peace uſed to amount to £1,900,000, being above £8,000,000 in each of the two laſt years, which is more by at leaſt £2,600,000 than the whole of the annual exports in time of peace to France, Flanders, Holland, and Germany, altogether *. Mr. Irving, after obſerving upon the nature of the balance of trade with various

* That is eaſily accounted for. Germany at this time imported Britiſh goods for all theſe countries: and the Germans themſelves conſumed more Britiſh goods than formerly, being enabled to pay us for them with our own money.

countries, as it appears upon the face of the accounts of imports and exports, and ſhowing the fallacy of implicitly taking the balances of the ſums contained in thoſe accounts as the ſtandard of the real balance of the trade of Great Britain, delivered it as his opinion, that the true balance of our trade amounted, on a medium of the four years preceding January 1796, to upwards of £6,500,000 annually, excluſive of the profits of our Eaſt-India and Weſt-India trades, which he eſtimated at above £4,000,000 a-year, and excluſive of the profits of the fiſheries. Great, however, as this balance of commerce may appear, it would have been ſtill greater in a very conſiderable degree, if the unuſual ſcarcity of grain had not obliged government and individuals to import large quantities of that eſſentially neceſſary article. An account delivered by Mr. Claude Scott, an eminent corn-factor, ſhowed, that the following ſums were paid to foreign countries for grain, viz.

From 5th January 1794 to 5th January 1795	£1,983,856
From 5th January 1795 to 5th January 1796	1,535,672
From 5th January 1796 to 5th January 1797	3,926,484
	7,446,012
and he estimated the imports of grain in 1793 at	1,500,000
the total in the four years being	£8,946,012

The favourable balance is moreover conſiderably diminiſhed by the great ſums paid for naval ſtores in time of war. From the accounts of the commiſſioners of the navy it appeared, that the value of naval ſtores, imported on account of the navy in the four years preceding 1797, amounted to £7,825,876
and in the four years preceeding 1793 only to 2,500,139
The exceſs is £5,325,737

The bills drawn from foreign parts on the victualing office in the four years preceding 1797 amounted to £1,368,921
and in the four years preceding 1793 only to 134,629
1,234,292

The total excess in these two departments is £6,560,029

However favourable the balance of trade ſince the commencement of the war may have been, it does not appear from the quantity of money coined, which was much leſs in the years 1795 and 1796 than in the preceding years, that any conſiderable addition was made to the ſtock of gold and ſilver in the country. Sir John Hort, who had been twenty-nine years conſul-general in Portugal, and Mr. Whitmore, an eminent Portugal merchant, made it appear, that the importation of gold and ſilver bullion from Liſbon had fallen off conſiderably; that of the bullion imported the greateſt part was ſilver, the current price of which has been, during almoſt the whole of this century, higher than the mint price, whence it follows, that it could not be coined but at a loſs, and that what has not been conſumed in our manufactures muſt have found its way abroad. Theſe gentlemen alſo ſhowed that the exchange between London and Liſbon, which uſed formerly to be greatly in favour

of London, had of late fluctuated, ſometimes againſt, and ſometimes in favour of, this country; but for the laſt three years it had generally been againſt this country. Hamburgh was now the only other place on the continent of Europe, beſides Liſbon, with which we had any regular exchange: and from the evidence of gentlemen acquainted with the trade, it appeared that in March 1796 the exchange with Hamburgh had ceaſed to be unfavourable to this country, and had ever ſince continued favourable.

In a few days after the ſtoppage of iſſuing caſh from the bank, the directors, in order to fill up the void occaſioned by ſuddenly withdrawing the gold money from the circulation, began to iſſue notes for one pound and two pounds, which have continued ever ſince to be almoſt the only currency for making ſmall payments in London and the neighbouring country. As a further ſubſtitute for Britiſh guineas, they alſo introduced into the circulation of this country a great quantity of Spaniſh dollars, which, with a miniature impreſſion of his Britannic Majeſty's head ſtamped upon them, they iſſued at the price of 4/9. They continued in circulation till the 31ſt of October 1797, during which time prodigious numbers of dollars were imported into the country, and ſtamped ſo like thoſe ſtamped for the bank at the mint, that they could ſcarcely ever be diſtinguiſhed. At the time of calling them in, the directors of the bank found it neceſſary, after their clerks had done all in their power to diſtinguiſh the counterfeit ſtamps from their own, to ſubmit to the loſs, and receive all ſtamped dollars indiſcriminately at 4/9; whereby, it was ſaid, conſiderable ſums were made by ſome unprincipled people, who had made a buſineſs of dealing in dollars.

Soon after a new coinage of penny and twopenny pieces in copper took place. They were executed by Meſſieurs Boulton and Watt of Soho near Birmingham, and have been admired for the elegance of the figure of Britannia, who has the olive branch (the emblem of peace) in her right hand, as before, and in her left, inſtead of the haſta (or ſpear), ſhe now wields Neptune's trident, a ſhip under ſail appearing at ſea in the diſtance. The letters of the legend (or inſcription) are not raiſed, as uſual, but ſunk into the ſurface of a border, which riſes above that of the coin in order to protect the figures from being worn away.

March 3d—The parliament loſt no time in giving a ſanction to the circulation of the bank's ſmall notes. The preamble of the act ſets forth, that it is thought expedient for the public ſervice, and for the convenience of commercial circulation, that the bank of England ſhould iſſue promiſſory notes payable to the bearer for ſums under five pounds; and therefor the iſſue of ſuch notes was now authorized by act of parliament. [37 *Geo. III, c.* 28]

March 10th—The act of 15 Geo. III, c. 51, for ſuppreſſing the circulation of notes under twenty ſhillings, and that of 17 Geo. III, c. 30, for

reſtraining the circulation of thoſe under five pounds in England, were now ſuſpended, ſo far as they relate to notes payable on demand, till the 1st of May 1797; and notes under five pounds, and even under twenty ſhillings, were allowed to be iſſued in any part of England or Wales. Perſons neglecting for three days to pay their notes, iſſued by virtue of this act, may be compelled by the order of one juſtice of peace to pay the amount with coſts. [*c.* 32]

March 27th—The act, 5 Geo. III, c. 49, which prohibited the circulation of notes under twenty ſhillings in Scotland, was alſo repealed: and the banks, and all banking companies in Scotland, who had iſſued notes before the 1st of January 1797, were now authorized to iſſue notes, payable on demand, for any ſum whatever under twenty ſhillings ſterling till the 15th of May 1797, in the ſame way that notes for twenty ſhillings and upwards had been iſſued ſince the 1st day of June 1765. [*c.* 40]

May 3d—The governor and company of the bank of England having, in compliance with the minute of council of 26th February, 'forborne 'to iſſue caſh in payments, except for purpoſes for which the iſſue of 'caſh was deemed unavoidable; and it' being 'neceſſary, that the re-'ſtriction contained in the ſaid minute, although not warranted by law, 'ſhould be confirmed, and ſhould be continued for a limited time by 'the authority of parliament,' all things done by the governor and company of the bank in purſuance of the order of council were confirmed; they were indemnified for the illegality; and any ſuits, that might be brought againſt them for refuſing to give caſh for their notes, were declared void and of no effect.

The governor and company were now prohibited by law from iſſuing caſh in payment of any debt or demand whatſoever, except in ſums under twenty ſhillings; and they were ſheltered from all proſecutions for withholding payment of any of their notes, for which they are willing to give other notes of equal amount in exchange. The bank is reſtricted from iſſuing in loan or advance to the treaſury, either in caſh or notes, any ſum exceeding £600,000 during the continuance of the reſtriction from paying in caſh. But, notwithſtanding the reſtriction, the bank may pay in caſh any ſum, ordered by the privy council, for the ſervice of the army, navy, or ordnance. They may alſo, after the 17th of April, repay in caſh three fourths of any ſum, not under £500, lodged with them in caſh. They may alſo advance to the bankers of London, Weſtminſter, and Southwark, caſh not exceeding £100,000 in the whole, in ſuch proportions as they think proper, and to the two chartered banks in Scotland £25,000 each: and they may pay any ſum on giving previous notice of five days to the ſpeaker of the houſe of commons. All payments in notes of the bank of England dated after 26th February 1797, if accepted as payment, ſhall be deemed ſuch in

law. Collectors of the public revenue ſhall receive the bank's notes in payment.—The reſtriction was now enacted to remain in force till the 24th of June 1797. [*c.* 45]

The terms of the three acts, *cc.* 32, 40, 45, have been repeatedly extended by ſubſequent acts, which, unleſs when they contain any new matter, need not be noticed.

March 7th—The Eaſt-India company were empowered to enlarge their preſent capital ſtock of ſix millions by receiving ſubſcriptions from all perſons and bodies politic and corporate, whether natives or foreigners, for an augmentation not exceeding two millions; the ſubſcription to be at ſuch rate for every £100 as the court of directors, with the approbation of the treaſury, ſhould fix it at; the new ſtock to be incorporated with the old; and the new ſubſcribers to be incorporated with the company; to enjoy all the profits and privileges, and to be liable to all regulations and orders, in the ſame manner as the preſent proprietors of ſtock.—The proprietors, holding ſtock at the time appointed by the directors for the new ſubſcription, were entitled to a preference in ſubſcribing, as far as fifty per cent on the ſtock previouſly held by them, or, in caſe the ſubſcriptions of fifty per cent ſhould exceed the whole ſum to be ſubſcribed, ſuch part as ſhould be proportionate to their ſtock. And it is only in caſe of the ſubſcriptions of the proprietors falling ſhort of the ſum to be added to the capital, that the public at large can be admitted to any ſhare of the ſubſcription.

In conſideration of the additional ſtock to be ſubſcribed, it was enacted, that the guarantee fund of the Eaſt-India company ſhould be put in a train of increaſe, in ſuch proportion to the whole ſtock, as twelve millions bear to the preſent ſtock of ſix millions; and that the additional dividend of one half per cent, authorized by the act 33 Geo. III, c. 52, to be paid out of the company's ſeparate fund, ſhould be paid out of their profits. [*c.* 31]

But the company's affairs have been ſo proſperous, and their treaſury ſo full, ever ſince the act was paſſed, that they have not thought it expedient to create any new capital, which, eſpecially at the time of paſſing the act, muſt have been given to the ſubſcribers at or under the low prices, to which their ſtock, in common with other ſtocks and funds, was reduced by the war and the ſuſpenſion of paying caſh at the bank of England.

May 3d—The ſum of £300,000, part of a loan made by the government of Ireland, being made payable in London, for the accommodation of the ſubſcribers, and the bank having agreed with the Iriſh government to manage the buſineſs of transferring the ſtock and paying the dividends, the agreement was ſanctioned by parliament. The terms of this loan were an annuity of £5, redeemable by the Iriſh government after fifteen years, and a terminable annuity of £4 : 15 : 0

for thirteen years and a half from the 25th of September 1796, for every £100 paid in. [c. 46]

The property of the ſalmon fiſhery in the River Tweed being invaded by interloping fiſhers, who clandeſtinely ſet nets in the river, and others, who went out to ſea to intercept the fiſh when coming into the river, the magiſtrates were directed to order all ſuch nets and other tackle, and alſo the ſloops, boats, &c. found fiſhing within the bounds of the mouth of the river, to be ſeized. The mouth of the river is deſcribed, for the purpoſes of this act, to extend along the ſhore five miles north, and five miles ſouth, of Queen Elizabeth's pier, and five miles out in the ſea as far as the north and ſouth limits. To prevent fiſhing for ſalmon, when they are not in ſeaſon, the proprietors of boats on the Tweed and the ſtreams running into it are required to haul them up, and ſecure them, and alſo their nets and other apparatus for the fiſhery, ſo as they may not be uſed after the 12th day of October till the 7th of January. [c. 48]

May 11th—The ſum of £14,500,000 was raiſed by a loan, the ſubſcribers to which received £125 in the three-per-cent conſolidated fund, £50 in the three-per-cent reduced fund, £20 in the four-per-cent fund, and a terminable annuity of 6ſ* for 62¾ years, for every £100 paid in by them. [c. 57] The capital of the debt thus created amounted to £18,125,000 in the three-per-cent conſolidated, £7,250,000 in the three-per-cent reduced, £2,900,000 in the four-per-cents, beſides an annual charge of £43,500, payable till January 1860.

May 25th—In conſequence of a new convention with the emperor of Germany, a further loan of £1,620,000 was made for his ſervice, and the fund created by it is, like the preceding one created for the ſame purpoſe, known by the name of *Imperial ſtock* or *fund*. The ſubſcription was confined to the ſubſcribers to the other loan; and they received £226 : 10 : 0 in a three-per-cent annuity for every £100 paid in. The dividends were guaranteed by parliament to be paid at the bank, 'in default of payment by the emperor.' And the parliament alſo voted an annual payment of one per cent on the capital thus created†, to be paid to the commiſſioners for reducing the national debt, that it, as well as the other debts, might be immediately put in a train of reduction. [c. 48] The capital of this debt amounted to £3,669,300.

In a renewal of the act, c. 32 of this ſeſſion, for permitting the circulation of notes payable on demand for ſmall ſums, ſeven days, inſtead of three, were allowed to the iſſuers of them for payment. [c. 61]

* The chancellor of the exchequer having at firſt propoſed the loan to be for eighteen millions, the terminable annuity was fixed at 6ſ6, ſubject to a deduction, if the loan ſhould be for any ſmaller ſum.

† The nation thus bears an annual charge of £9 : 1 : 2¼ for every £100 borrowed for the emperor, beſides putting it in the power of a ſtockholder, in the event of paying off the debt, to demand, and receive £226 : 10 : 0 for £100 borrowed.

And in a renewal of the act, c. 40, for permitting the banks and banking companies in Scotland, who had iſſued notes before 1st January 1797, to iſſue notes under twenty ſhillings, the Carron company were alſo allowed to iſſue notes payable on demand for any ſums under twenty ſhillings. [*c.* 62]

Veſſels found in the harbours of ſettlements taken from the enemy, not being condemned as prizes in the courts of admiralty, were conſequently not entitled to the advantages allowed to prize veſſels. But it was thought expedient, that ſuch veſſels ſhould be admitted to thoſe advantages under certain regulations, viz. veſſels put under his Majeſty's protection at the Cape of Good Hope, to be regiſtered at the Cape town; thoſe in Ceylon, at Columbo; thoſe on the coaſt of Malabar, at Cochin; and thoſe in Trinidad and Demararay at Scarburgh in the iſland of Tobago: and the governors of theſe places are authorized to adminiſter the preſcribed oath, and grant certificates entitling the veſſels to import and export ſuch goods as prize veſſels are allowed to carry. Such veſſels arriving in any port of Great Britain, may, by an application to the king in council, be entitled to all the privileges and advantages of prize veſſels. Notwithſtanding the prohibition, contained in the act of King Charles II for encouraging and increaſing ſhipping and navigation, any perſon reſiding in an iſland or place reduced by the Britiſh forces, is admitted, on taking the oath of fidelity and allegiance to his Majeſty, to carry on the trade of a merchant or factor in ſuch iſland or place agreeable to the terms of the capitulation, he being ſubject to ſuch laws and regulations as are binding on Britiſh ſubjects in the ſame place. It is declared, that nothing contained in this act ſhall abridge or alter any of the rights or privileges of the Eaſt-India company: but all perſons, and all trade, within their limits ſhall be ſubject to the regulations eſtabliſhed for the Britiſh ſubjects reſiding in thoſe countries. [*c.* 63]

June 6th—The importation of French cambrics and lawns, except for being warehouſed for exportation, was prohibited; and only Iriſh cambrics and lawns were permitted to be imported for home conſumption. French cambrics and lawns muſt be exported only from the port of London, and in veſſels of not leſs than 100 tuns burthen. [*c.* 72]

As ſeamen, after entering into articles to ſerve onboard Britiſh merchant veſſels during the whole voyage outward and homeward, frequently deſert from their veſſels in the Weſt-Indies, on account of the exorbitant wages given by the run (as it is called) for ſerving in other veſſels during the homeward paſſage, whereby many veſſels are obliged to return home without a ſufficient number of men, and great loſſes are ſuffered by the merchants, it was enacted, that ſeamen, deſerting from any Britiſh veſſel during the voyage, ſhall forfeit all wages due to them, beſides ſuffering ſuch pains and penalties as the law

directs; and that every commander of a veſſel, knowingly employing a deſerter from another veſſel, ſhall forfeit £100. Neither ſhall any Britiſh commander hire ſeamen in the Weſt-Indies at any higher pay than double monthly wages, unleſs particularly authorized in writing by the governor, the chief magiſtrate, or the collector or comptroller of the port. All veſſels trading to the Weſt-Indies are required to have to every 100 tuns of their burthen one apprentice under ſeventeen years of age indented for three years, whoſe indentures muſt be enrolled at the cuſtom-houſe of the port of departure: and ſuch apprentices are exempted from ſerving in the navy during their apprenticeſhip. Every commander is required to give in to the collector or comptroller of the port an exact liſt and deſcription of his crew, ſpecifying and deſcribing any who have deſerted, within ten days after his arrival in the port, abroad or at home.

The wages of ſeamen, who have died in the voyage, muſt be paid to the receiver of the ſixpenny duty for Greenwich hoſpital, who ſhall pay the money to the lawful heirs of the dead men; and, failing any application within three years, it ſhall be given to the ſeamen's hoſpital of the port to which the veſſel, onboard which the men died, belonged; and, if there be no ſuch hoſpital, to the old and diſabled ſeamen of the port and their families, to be diſtributed at the diſcretion of two or more of the magiſtrates of the county.

Nothing in this act extends to ſeamen regularly diſcharged, and having certificates from their former commanders, who are bound to give them ſuch, or to ſeamen hired on urgent neceſſity *. [*c.* 73]

The Eaſt-India company having raiſed two regiments of infantry for the defence and protection of their houſes and their various warehouſes, and alſo for other public ſervices, the meaſure was ſanctioned by parliament, notwithſtanding the appropriation of their revenue by the act 33 Geo. III, c. 53. [*c.* 74]

The bounty, hitherto allowed on the exportation of Britiſh-made ſail-cloth or canvaſs to Ireland, was now diſcontinued till the 25th of March 1798. [*c.* 76]

The port of San Joſef in the iſland of Trinidad was made a free port for the admiſſion of foreign veſſels, &c. on the ſame terms as the free ports already opened in Jamaica and others of the Britiſh Weſt-India iſlands. [*c.* 77]

June 19th—In order to avoid the great hazard Britiſh veſſels run in trading to the Levant, and the proportionate expenſe of inſurance, the rigour of the navigation act was ſo far diſpenſed with, as to permit the members of the Turkey company to import the goods uſually brought from Turkey, or Egypt, or other parts of the Turkiſh dominions in

* The plea of urgent neceſſity can at any time overturn the whole regulations againſt giving enormous wages.

the Levant ſeas, *from any port whatſoever*, either in Britiſh veſſels or veſſels belonging to any friendly nation, on paying, if in Britiſh veſſels, the ſame duties, which would be payable on the goods, if imported directly from the place of their growth, and, if in foreign veſſels, ſuch duties as would have been payable if this act had not been made. The cuſtom-houſe muſt not paſs any entry of goods ſo imported, till the importer produces a certificate that he is a member of the Turkey company, and that he has paid the company's duties on the goods to be entered, and has in all reſpects conformed to the company's regulations.—All thoſe kinds of goods, which uſed heretofore to be imported from any European port in the Mediteranean ſea, except thoſe which could only be lawfully imported from the Turkiſh dominions, may be imported by any perſon from any port whatſoever, not being in the Turkiſh dominions, in any veſſel, whether Britiſh or belonging to a foreign friendly ſtate, on paying the ſame duties, if in Britiſh veſſels, as if the goods were imported directly from the place of their growth, except drugs, for which the importer, if not a member of the Turkey company, muſt pay the duties formerly exacted on drugs not imported from the places of their growth. Goods imported by virtue of this act in foreign veſſels muſt pay the ſame duties as if this act had not been made.—The continuance of the act is fixed to three months after the termination of the war. [*c.* 84]

June 22[d]—An almoſt-innumerable ſet of additional ſtamp duties were impoſed upon all policies of inſurance at ſea or on the land, upon bills, bonds, and, in ſhort, upon every kind of deed or inſtrument in writing: but, as the duties of this kind are in almoſt-continual progreſs of annual augmentation, it would be waſting much time to little purpoſe to enumerate them. No leſs than three halfpence of additional duty was at once laid upon every newſpaper. Eight ſhillings additional were impoſed upon every ounce of gold plate, and ſixpence upon ſilver plate, whether imported or made at home. [*c.* 90]

The act, 31 Geo. III, c. 45, for allowing a further bounty of 1*s*/6 on the exportation of every barrel, containing 50 gallons, of pilchards properly cured, was continued till the 24[th] of June 1805. [*c.* 94]

The act, 4 Ann. c. 21, for the preſervation of ſalmon and other fiſh in the rivers of Hampſhire and Wiltſhire, and the act, 1 Geo. I, c. 18, for preſerving the fry of fiſh, &c. were amended. The time, wherein ſalmon may not be taken, is fixed to commence on the 12[th] of September, and to continue till the 1[st] of January (inſtead of from the 1[st] of Auguſt till the 11[th] of November as formerly), and the millers are now directed to leave an opening of a foot ſquare in the ſtreams without any intermiſſion from the 11[th] of November till the 11[th] of July. [*c.* 95]

July 4[th]—It was now that the commercial treaty with the United ſtates

of America received the ſanction of parliament with the following explanation.

All goods, whereof the importation is not prohibited, may be imported from the United ſtates, either in Britiſh veſſels or veſſels belonging to the ſubjects of the United ſtates. The goods, whether imported in Britiſh or American veſſels, are to pay ſuch duties of cuſtom or exciſe as are paid on the like goods imported in Britiſh veſſels from any other foreign country; and, in caſes where different duties are impoſed on importation from different countries, on payment of the loweſt duties.—Pig iron, bar iron, pitch, tar, turpentine, roſin, pot-aſh, pearl-aſh, mahogany, maſts, yards, and bowſprits, being the produce or manufacture of the United ſtates, and ſtaves, and all unmanufactured goods whatever, of the growth of the United ſtates, which are allowed to be imported from foreign countries, may be imported in Britiſh or in American veſſels, though not accompanied with the certificates required by law on their importation in Britiſh veſſels from Britiſh colonies.—The duties payable on the importation of all kinds of grain, are to be regulated by the act 31 Geo. III, c. 30.—Oil, blubber, whale-fins, and ſpermaceti, being the produce of the fiſheries of the United ſtates, may be imported in the veſſels of either country, on paying the ſame duties which are payable by Britiſh veſſels on importing ſuch goods from any other foreign dominions.—Tobacco of the growth of the United ſtates may be imported in the veſſels of either country, on paying the ſame duties of cuſtom and exciſe which are payable on the importation of tobacco from the Britiſh colonies in America by Britiſh ſubjects. Snuff, manufactured in the United ſtates, may be imported, on paying ſuch duties of cuſtom and exciſe as are paid upon ſnuff manufactured on the continent of Europe; and it may be warehouſed for exportation; ſuch tobacco and ſnuff being ſubject to all the regulations for the importation and exportation of ſuch goods.—Rice may be imported and warehouſed, on the importer paying down eightpence per hundredweight, and giving bond for paying the remainder of the duty within eighteen months. In London, Briſtol, Portſmouth, Cowes, Liverpool, Lancaſter, Falmouth, Pool, Whitehaven, Hull, Greenock, and Port-Glaſgow, the rice may be warehouſed at the expenſe of the importer, without paying down any part of the duty; and he may export it any time within eighteen months, or, on paying the duty, take it out for home conſumption. But, notwithſtanding this act, rice and other articles may be imported without paying any duty in the manner directed by the act, c. 7 of this ſeſſion (in 1796).—Goods imported from the United ſtates ſhall be entitled to the ſame drawbacks on exportation, which are allowed on the like goods, when exported to any foreign country: and goods exported to the United ſtates ſhall be entitled to the ſame drawbacks and bounties,

which are allowed on the exportation of ſuch goods to the Britiſh colonies in America; and particularly the ſame drawbacks ſhall be allowed upon foreign hemp and iron exported to the Britiſh colonies in America and to the United ſtates, which are, or hereafter may be, allowed on exportion to other foreign parts.—The liberty of trading with the Britiſh ſettlements in the Eaſt-Indies, granted by the thirteenth article of the treaty, is confirmed, notwithſtanding the prohibition contained in the Navigation act (12 Car. II, c. 18) and other ſimilar acts.—The Britiſh government having, by the fifteenth article of the treaty, reſerved a right of impoſing on American veſſels a duty equivalent to the difference of duties payable in the ports of the United ſtates on the importation of European and Aſiatic goods in Britiſh and in American veſſels, the following countervailing duties were enacted to take place after the 5th of January 1798, viz. a duty of two ſhillings on every tun of the meaſurement of veſſels belonging to the United ſtates, an additional cuſtom duty of 1/6 per hundredweight on tobacco, and an addition of *ten per cent*, computed on the duties, on all other goods, but with a variety of circumſtances for regulating the comparative duties of the various articles.—The American veſſels are alſo required to have the commanders, and at leaſt three fourths of the crews, ſubjects of the United ſtates.—The ſtipulations of the ninth article, reſpecting the reciprocal right of property in lands, are confirmed. [*c.* 97]

The ſubſtance of this act was heretofore contained in an order of the king in council, which had been renewed from time to time.

The following acts of parliament were continued for limited times, viz.

The act for granting bounties on the fiſheries carried on at Newfoundland from Great Britain, Ireland, and the Britiſh dominions in Europe, continued till the 1st of January 1799.

So much of the act 33 Geo. III, c. 50, as relates to the port of St. John's in Antigua, continued till the 10th of July 1801.

Alſo two other acts relating to Maidſtone geneva, and the duties upon glaſs. [*c.* 99]

July 19th.—An additional duty of three pence per pound was impoſed on pepper. An addition of five per cent, upon the amount of the duties already payable, was impoſed upon all goods imported or exported, or carried coaſtways, except tea, ſugar, wine, tobacco, ordinary oil of olives, and calicoes. [*c.* 110]

The ſum of £646,250 was raiſed by a lottery conſiſting of 55,000 tickets, at £11 : 15 : 0 each: and as only the ſum of £500,000 was allowed in prizes, there was a profit to the public of £146,250. [*c.* 113]

Though the navigation act [12 *Car. II, c.* 18] reſerved the trade of the Engliſh ſettlements in Aſia, Africa, and America, to veſſels belong-

ing to the people of England, Ireland, Wales, and Berwick upon Tweed, it was now thought expedient, that the veſſels belonging to friendly countries ſhould be allowed, under certain reſtrictions, to import into, and export from, the Britiſh territories in India, any goods permitted by the directors of the Eaſt-India company, who are required to frame a ſet of regulations for the trade of friendly foreigners, ſuch as may be moſt conducive to the proſperity of the Britiſh poſſeſſions in India, and at the ſame time conſiſtent with the treaties with foreign nations, and with the acts of parliament for regulating the trade of India. [*c.* 117]

It being found, that the proviſions, contained in the former acts for the reception, or ſtowage, of the negroes onboard ſlaving veſſels, was not ſufficient for their comfortable accomodation, it was now enacted, that every veſſel in the ſlave trade ſhould have the full perpendicular height of at leaſt four feet one inch between the upper ſurface of the lower deck and the under ſurface of the upper deck: and that ſingle-decked veſſels ſhould have a temporary deck laid in the hold, to be continued as long as the ſlaves ſhould remain onboard. [*c.* 118]

As there is no prohibition of a platform in this act, it is conſequently allowed in veſſels having only four feet one inch between their decks, which, deducting the thickneſs of the platform, allows not quite two feet of perpendicular height for the ſlaves, and conſiderably leſs for thoſe who are laid on the parts of the platform under the beams; ſo that only the children could vary their poſition ſo far as to ſit up. It appears from this act, that there were actually ſome veſſels in the ſlave trade with even leſs than four feet one inch between their decks; and Sir William Young ſaw one at S^{t}. Vincent's with only three feet and a half in the year 1791. [*Edward's Hiſt. of the Weſt Indies, V.* iii, *p.* 252, 8vo *ed.*]—A preceding act of this ſeſſion for regulating the ſlave trade was merely the annual renovation of the former ones.

The act, 5 Geo. II, c. 7, was ſo far repealed, that negro ſlaves are no longer liable to be ſeized and ſold for the debts of their proprietors. [*c.* 119]

The houſe of commons having requeſted the king to order an immediate ſupply of copper coinage *, the proviſions of former acts relating to copper money were made applicable to the new copper money. The practice of importing counterfeits of foreign coins, and particularly of French Louis-d'ors and Spaniſh dollars, having much increaſed

* On the 3^{d} of February 1797 the governor of the bank of England (not the worſt judge of ſuch matters) repreſented to the chancellor of the exchequer the great diſtreſs and inconvenience, which the bank, the bankers, and the public, ſuffered from the want of a freſh coinage of ſilver, and requeſted him to take ſome early meaſures for a redreſs thereof by a new coinage of at leaſt ſome part of what would be wanted: but he ſaid nothing of any want of copper. Whatever reaſons it may be alleged that the bank might, at that critical juncture, have for wiſhing to poſſeſs a large quantity of ſilver money, it is certain, that the general inconvenience from the want of ſilver coin was infinitely greater than from that of copper.

of late, the coiners and importers of all ſuch were condemned to tranſportation for ſeven years. Thoſe, who offer ſuch counterfeit foreign coins in payment, are alſo puniſhable by impriſonment, &c. and even perſons having above five pieces of counterfeit foreign coin in their poſſeſſion are liable to puniſhment by fines. [*c.* 126]

July 20th—Several new regulations were enacted reſpecting the adminiſtration of juſtice, and other matters of police, at Calcutta, Madras, and Bombay. The practice of Britiſh ſubjects in India lending money to the native princes, or negotiating loans for them, having been found very pernicious, they were prohibited from taking any concern in ſuch tranſactions, unleſs authorized by the court of directors, or the governor in council; and all ſecurities for money, lent contrary to the true intent of this act, were declared null and void. [*c.* 142]

The juſtices were deſired to appoint viſitors at their petty ſeſſions to examine the weights and balances within their diſtricts, to ſeize falſe ones, and to fine thoſe who are found guilty of uſing them. [*c.* 143]

Notwithſtanding the frequent renewal of ſuch acts, there is reaſon to believe, that this crime is ſtill very generally committed, and for the moſt part with impunity.

The rapid progreſs of the French armies towards Vienna ſtruck that city with ſuch conſternation, that in April the Imperial treaſures were ordered off for Hungary to prevent their falling into the hands of the enemy; and the people ran in crowds to draw their money from the bank of Vienna, which being unable to anſwer ſuch numerous and ſudden demands, was obliged to ſtop payment.

Among the extraordinary events of this year, one of the moſt important was the temporary defection, or mutiny, of a conſiderable portion of the navy. The ſeamen at Portſmouth demanded an increaſe of pay, proportioned to the reduction of the value of money, and a full delivery of the proviſions allowed them by the public, from which it had been cuſtomary to deduct one eight (or two ounces in the pound) as an allowance for waſte. When Admiral Lord Bridport ordered the fleet to prepare for ſea (April 14th) the ſeamen, thinking their demands were treated with neglect, unanimouſly refuſed to ſtir till their grievances ſhould be redreſſed, 'unleſs the enemy were known to be at ſea.' They then proceeded to diveſt the officers of their command, and appointed two delegates from every ſhip to conſtitute a naval aſſembly, under whoſe government the fleet at Portſmouth continued, till the arrival of Lord Howe (May 14th) with an act of parliament for an additional allowance of pay and proviſions, and a general pardon, produced an apparent return of harmony and ſubordination.

The ſeamen of the ſhips lying at the Nore, encouraged by the acquiſitions obtained by the conduct of their brethren at Portſmouth, demanded a more equitable diſtribution of prize-money, and ſeveral

other articles, which were conſidered as inadmiſſible. Being joined by ſeveral ſhips, which had deſerted from the fleet in the North ſea, they alſo diveſted the officers of their command, and choſe delegates, who appointed Richard Parker to be their preſident, or, in fact, admiral of the fleet. As a further means of compelling a compliance with their demands, they put almoſt an entire ſtop to the navigation of the Thames. Only coal veſſels, ſome ſmall craft, and veſſels belonging to neutral nations, were permitted to paſs up or down; and all other veſſels were ordered to anchor between the ſhips of war, and under their guns. Notwithſtanding this appearance of hoſtility and defiance, and the perilous ſituation they had put themſelves in, they reprobated a propoſal for carrying off the ſhips, and delivering them to the French; and they obſerved the king's birth-day with the cuſtomary ſalute and demonſtrations of loyalty. Eleven ſhips of the line and thirteen frigates, attended by a vaſt number of trading veſſels, all under the command of men, who uſed themſelves to be ſubject to the ſtricteſt command, preſented a ſpectacle new and ſingular, and furniſhing matter for the moſt ſerious conſideration, and awful apprehenſion. But this moſt formidable conſpiracy did not remain long united. On the 9th of June ſome of the ſhips broke off from the aſſociation. Next day the inward-bound merchant veſſels, except thoſe loaded with ſtores and proviſions, were allowed to proceed up the river. And on the 13th the mutiny was at an end.

The following accounts, illuſtrative of the affairs of the Eaſt-India company, are extracted from the papers annually laid before parliament.

An account of the amount of all goods ſold at the Eaſt-India company's ſales from the 1st of March 1796 to the 1st of March 1797.

	Company's goods.	Private trade goods.	Dutch goods.	Totals.
Teas	£2,550,058	£207,231	£285,076	
Bengal piece goods	1,323,594	365,020	56,959	
Coaſt and Surat ditto	1,031,109			
Raw ſilk	390,404	3,315		
Organzine ſilk	29,984			
China ware	7,332	1,613	5,246	
Nankeens	20,525	8,041		
Pepper	254,194	11,163	86,775	
Saltpetre	127,081	17,170		
Drugs, ſugar, indigo, &c.	330,857	559,691	201,302	
Coffee	8,528	911	289,486	
Rice	79,644			£924,844
			- -	1,174,155
		- - -	- -	6,153,310
				£8,252,309

An account of the ſtock, by computation, of the Eaſt-India company (excluſive of their capital ſtock) from 1st March 1796 to 1st March 1797.

Bonds bearing interest at 5 per cent	£1,346,825	Due by government	£1,207,560
Bonds not bearing interest	19,017	Cash for balance 1st March 1797	333,807
Bills of exchange from China	718,127	Goods sold and not paid for	1,647,000
Ditto from India and the Cape of Good Hope	384,411	Goods in England unsold	5,252,447
India debt	1,096,769	Cargoes from England, not arrived in India and China at the dates of the several accounts of quick ſtock	1,394,315
Bonds to the creditors of the rajah of Tanjore	181,881	Exports paid for, exclusive of bullion,	393,691
Customs on goods	823,223	Silver exported, and remaining in the treaſury	68,254
Bank for a loan	700,000	Advanced to owners of ſhips not arrived	252,219
Ditto for intereſt on ditto	9,333	Value of Eaſt India houſe and warehouſes	594,931
Freight and demurrage	960,907	Ditto of ſhipping and craft, excluſive of thoſe abroad	48,850
Supercargo's commiſſions	76,000	Dead ſtock in India	400,000
Proprietors of private trade	220,370	Due by government for ſtores and ſupplies	1,011,069
Owing on account of goods ſold under the act 35 Geo. III, c. 80	751,308	Owing by perſons returned from India, and in India	72,700
Alms-houſes at Poplar	77,265	Paid in part of loan to government of £2,000,000	200,000
Intereſt on military fund more than applied	30,156	Favourable balances of quick ſtock, at Bombay	100,284
Ditto on contingent ditto	6,747	Madras	3,429,319
Warrants paſſed the court	22,600	Bencoolen	107,712
Owing in the department of ſhipping, excluſive of exports	142,600	China	279,250
Owing for exports of former ſeaſons	85,352	St. Helena	58,463
Bonds to commanders, whoſe ſhips are worn out	150,218		
Owing for teas returned by buyers, and reſold	1,034		
Intereſt on bonds	46,560		
Dividends on ſtock	65,756		
Balance of quick ſtock in Bengal againſt the company	2,105,554		
Balance in favour	6,829,828		
	£16,851,841		£16,851,841

Amount of the company's ſales, and of their receipts, charges, and payments, in Great Britain.

Receipts.		*Payments.*	
Cash in the treaſury 1st March 1796 excluſive of duty on tea	£459,397	Cuſtoms	£1,133,621
Company's goods ſold *	6,370,077	Freight and demurrage	1,496,414
Private trade and Dutch goods ſold *	1,861,063	Goods and ſtores exported	1,301,205
Charges and profit on private trade	138,957	Indian debt	556,775
Cuſtoms on ditto	152,376	Bills of exchange from India	224,315
Freight on ditto	72,561	Ditto China	476,084
Alms-houſes at Poplar	2,413	Ditto Cape of Good Hope	6,650
Bank for a loan on the ſecurity of bonds	250,000	Bonds to the creditors of the rajah of Tanjore	42,820
Company's ſhare of annuities transferred to the bank by act 33 Geo. III, c. 47	36,266	Bullion exported	105,826
Perſons returned from India	10,000	Purchaſe of teas on the continent	17,778
		Purchaſe of rice	12,433
		Charges of merchandize, including ſupercargo's commiſſion, buildings, intereſt on loans, &c.	841,231

Chinſurah

* * I am not able to account for the difference between the amount of the ſales in this account and in the more particular account of the ſales.

Receipts.		*Payments.*	
Chinsurah cause	59,143	Indigo contractors	991,9
Bonds issued	450,100	Dividends on stock, and interest on bonds	675,278
		Bonds paid off	1,250
		Bonds paid in on sales	602,600
		Proprietors of private trade	1,040,802
		Balances of goods sold under the act 35 Geo. III, c. 80	270,000
		Buyers of tea returned	125
		Seamen for the service of goverment	17,000
		Captains of ships worn out	4,300
		Bank on account of loan on bonds	400,000
		Government for troops, &c.	100,000
		Ditto for first payment of loan of £2,000,000	200,000
		Balance in favour 1st March 1797	333,807
	£9,862,313		£9,862,313

May 3d—The directors of the Eaſt-India company, in a memorial addreſſed to the lords of the treaſury, ſtated, that the trade carried on from India to England in conſequence of the regulations and indulgences reſpecting the participation of individuals, eſtabliſhed by the act for the renewal of the charter, had 'increaſed even beyond the moſt 'ſanguine expectations of the adviſers of the indulgences therein granted.' But they declared, that the advantage could not be permanent to any very conſiderable amount under the preſent heavy impoſition of duties. They obſerved, that the goods intended for foreign countries, by means of duties not very productive to the revenue, but exceedingly embarraſſing to the merchant by rendering a great proportion of his capital inefficient, and increaſing his charges in every ſtage of his buſineſs, were incapable of entering into competition in foreign markets with ſimilar goods imported from India by the ſhips of other nations. They repreſented, that the duty collected in Hamburgh, though nominally rather above two, was in reality little more than one, per cent; that Liſbon was already a free port, and Fluſhing was expected ſoon to be made one; and that individuals in India were entirely at liberty to ſhip their goods in ſuch veſſels, and conſign them to ſuch ports, as would afford them the faireſt proſpects of advantageous ſales. They expreſſed their belief, that, if the trade were relieved from obſtacles to its progreſs, almoſt the whole trade of the Eaſt would paſs through London, which would be productive of the further advantages of larger quantities of Britiſh manufactures being bought by the increaſed number of foreign purchaſers at the India ſales, and of bringing back the Britiſh ſeamen, now employed in an illicit trade carried on in foreign bottoms, to the ſervice of their native country.

The directors propoſed, inſtead of the preſent mode of levying the cuſtoms on India goods, that all goods from India and China, except tea, ſhall be warehouſed without being ſubject to any duty till ſold,

and that a poſitive duty of two per cent on the ſale amount ſhall then be paid by the company, from which there ſhall be no drawback on exportation. This duty they eſtimated at £60,000, with a probability of the increaſe of ſales raiſing it at leaſt to £86,000, which may be about the net amount of the preſent duties, to ſecure which the buyer of goods for exportation is obliged to advance almoſt twice the real price of the goods, and a great temptation is held out to a very pernicious branch of ſmuggling. If this plan were adopted, 'a great accomodation would be afforded to the traders of this country. They 'would then be able to carry on export concerns to an extent far beyond what they now do, and with the ſame capital. From this it is 'natural to infer that a ſtronger competition would ariſe among the 'buyers, to the great advantage of the importers, and alſo of the revenue. Another deſirable object will be attained by Great Britain 'becoming ſo great a mart for Indian articles; the exchange will be in 'her favour from almoſt all quarters of the globe, an advantage not 'within the poſſibility of eſtimate.'

The memorial of the directors was followed by another from the principal agents for perſons reſiding in India, wherein they requeſted the lords of the treaſury to recommend to the legiſlature a continuance of the abſolute exemption from duty for all raw materials; as the duty of two per cent, to be laid indiſcriminately, according to the propoſal of the directors, upon all Eaſt-India goods, if extended to them, would have the effect of checking the production of them in India, where the cultivation of ſome of them is but in an infant ſtate, and diverting the importation of them to other countries, to the great injury of this nation and eſpecially of the manufacturers.

The republic of Venice, one of the moſt antient of the modern governments of Europe, continued for many ages to be, what Great Britain is now, the firſt commercial ſtate in Europe, till the diſcovery of the route to India by the Cape of Good Hope transferred the moſt valuable branch of their commerce to the Portugueſe. But, even after that great and irrecoverable defalcation of their trade, the Venetians retained a reſpectable rank among the ſovereignties of Europe till this year, when, having unfortunately given offence to the French in the career of their conqueſts in Italy, their territory was ſeized, and their government aboliſhed; and finally their dominions were transferred by the conquerors to the emperor of Germany by the ſixth article of the treaty of peace concluded at Campo Formio, October 17th.

October 11th—Admiral Duncan, with fourteen ſhips of 74 and 64 guns, two of 50 guns, two frigates, and ſix ſmaller veſſels, engaged a Dutch fleet, conſiſting of twenty-ſeven veſſels of from 74 to 6 guns, under the command of Admiral De Winter. After a very bloody engagement the Dutch admiral and vice-admiral ſhips, together with nine

others, became prizes to the Britiſh fleet. The Britiſh admiral was raiſed to the peerage by the title of Lord Duncan of Lundie and Camperdown, the latter being the name of a Dutch town, near which the battle was fought.

From the report of the ſelect committee on finance it appears, that the number of convicts, ſent to New South Wales and Norfolk iſland from the year 1787 to 1797 inclusive, was 5,765 men and women, and 93 children, being in all 5,858 perſons; and that the expenſe of tranſporting, feeding, and governing, them during that period amounted to £1,037,230, being above £177 for each convict, excluſive of all expenſes incurred on their account, before they were ſhipped off from this country.

In the year 1796 the number of convicts in both ſettlements was as follows.

	Convicts.		Convicts victualed.		Convicts emancipated.		Total.		Total of men and women.
	Men.	Women	Men	Women.	Men	Women.	Men.	Women.	
In New South Wales 31st August 1796	1,633	755	78	5	20	9	1,731	769	2,500
In Norfolk island 22d October 1796 . .	379	167	53	0	12	3	444	170	614
	2,012	922	131	5	32	12	2,175	939	3,114
Convicts, including children, sent out in 1796 and 1797									695
Total									3,809

On the 1st of September 1796 the cultivation and ſtock of the colony were as follows.

	Belonging to			
	Government.	Officers.	Settlers.	Total.
Acres of land in cultivation	1,700	1,172	2,547	5,419
Horses and mares	14	43	0	57
Bulls, cows, calves, oxen *	150	77	0	227
Sheep	191	1,310	30	1,531
Goats	111	1,176	140	1,427
Hogs	59	889	921	1,869

It is evident, that as long as ſuch a very great diſproportion of the ſexes ſhall continue, no laſting ſyſtem of colonization or beneficial arrangements of political or domeſtic economy, can be expected to exiſt. The ſelect committee expreſſed themſelves very doubtful of any advantage to be obtained from this eſtabliſhment, eſpecially in any degree of proportion to the expenſe to be at all times incurred, firſt in feeding, and afterwards in protecting, a ſettlement at ſuch an enormous diſtance †.

Mr. Park returned from a journey performed under the auſpices of

* Beſides this ſtock, 61 head of cattle were diſcovered in the year 1795 about 50 miles ſouth-weſt of the town of Sydney, the offſpring of three cows, which ſtrayed from the ſettlement in 1788; a great increaſe in ſeven years!

† Experience has proved, that the great diſtance has not, however, had the expected effect of preventing the convicts from finding their way back to this country, and returning to their criminal purſuits.

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the aſſociation for diſcovering the interior parts of Africa, and communicated to the public many new and intereſting particulars reſpecting that unknown quarter of the world.

On the 2[d] of December 1795 he ſet out from the houſe of Doctor Laidley at Piſania on the River Gambia, about 200 miles from its mouth; and on the 16[th] of July 1796 he arrived at the great river, called, by Europeans the Niger, by the Moors, Nil-il-abeed (the river of ſlaves), and by the inhabitants of Sego the Joliba (the great water), the courſe of which has been diſputed for ages, but is now unqueſtionably aſcertained by Mr. Park to be *from the weſt to the eaſt*.

Sego, the capital of the kingdom of Bambara, lies on both ſides of the river, and ſeems to contain 30,000 inhabitants. Many of the houſes have two ſtories, and are white waſhed. Mooriſh moſques are ſeen in every quarter. Theſe objects, the numerous boats on the river, the crowded population, and the cultivated ſtate of the ſurrounding country, formed altogether a proſpect of civilization and magnificence, which our traveler little expected to find in a Negro city in the heart of Africa.

About 200 miles below, or eaſt of, Sego the Joliba runs into a lake, the extent of which may be judged of by the canoes being a whole day without a ſight of land in croſſing it. Jenné, Tombuctoo, and Houſſa, towns on the north ſide of the river beyond Mr. Park's fartheſt travels eaſtward, are, as he was told, very large, eſpecially Houſſa, and either of the others is larger than Sego. Tombuctoo is reckoned the mart of the Mandinga gold, from whence it is diſtributed over the northern regions of Africa by the merchants of Tunis, Tripoli, Fezzan, and Morocco; and moſt of it, no-doubt, afterwards finds its way to Europe.

At Downie, a place near Tombuctoo, there is a very great manufactory of earthen ware of a very good conſiſtence, but not glazed.—The Mandingas cultivate cotton and indigo, and make cloth of the cotton of a pretty good quality, and of a rich blue colour. They tan the ſkins of ſheep and goats, and ſtain them with durable yellow and red colours. And they make good ſoap from a mixture of ground nuts and a lye of wood-aſhes. The inland Negroes have the art of ſmelting and ſeparating iron from iron-ſtone, which they have in abundance. The metal, though rather brittle, is made into various weapons and tools. They have even attempted to make guns, but without ſucceſs. 'In their works of gold they diſplay a variety of taſte, and an elegance 'of fancy, which would excite admiration, even among the beſt artiſts 'of Europe.' At Sampaka Mr. Park lodged with a Negro, who practiſed the art of making gun-powder. He obtained nitre from the mud of the ponds in which the cattle bathed themſelves in the heat of the day, after the water was exhaled from them by the ſun. The ſulphur was purchaſed from the Moors: and the ingredients were mixed in ſuch proportions as experience had directed. But the powder was far inferior to that of Europe.

Moſt of the edible roots of the Weſt-Indies are found in Africa, and alſo indigo, cotton, and tobacco. The great abundance of ſhea toulou (tree butter) near Sego is aſtoniſhing. It keeps better during a whole year without ſalt, and is firmer and of a richer flavour, than any butter made of cow's milk. The growth and preparation of it are great objects of the induſtry of the people; and it makes a principal article of their inland trade. The Negroes malt their corn and make beer, which Mr. Park thought equal to the beſt he ever drank in Great Britain. He ſaw no ſugar-canes, coffee, cacao trees, nor pine apples.

Mr. Park's obſervations ſtrongly confirm the accounts of preceding travelers, that the Negroes of the interior country are much more advanced in the arts of life, and in all reſpects more civilized, than thoſe upon the coaſt, whoſe character is vitiated by the nature of their intercourſe with the Europeans. He deſcribes them as a gentle inoffenſive race, entertaining a high reſpect, or rather veneration, for white people. He everywhere met with the kindeſt treatment from them; and, in his greateſt diſtreſſes, the women were particularly favourable to him, apparently without any luſtful motive *. On the contrary, he was plundered, and loaded with inſults and injuries by thoſe Moors, through whoſe country he was unfortunately obliged to paſs.

At the ſame time that Mr. Park was penetrating into the heart of Africa from the weſt coaſt, Mr. Browne, another Britiſh traveler, had puſhed his reſearch from the eaſt as far as Dar-Fur, a potent kingdom in the heart of that continent, the very exiſtence of which was ſcarcely known to Europeans, till he made us acquainted with its ſituation and inhabitants. He traveled from Egypt in company with a caravan of merchants, whoſe aſſortment of goods conſiſted of tin in ſmall bars; variety of beads; rings of ſilver and braſs for the ancles and wriſts; cotton goods of Egyptian and Indian manufacture; German ſword blades; fire arms; ſmall looking-glaſſes; coffee; copper; copper utenſils; Tuniſian red caps; light French woolen cloths; ſilk goods; ſhoes; paper; ſoap; and pepper. From the interior country they carry to Egypt ſlaves; gold duſt; ivory; rinoceros's horns; oſtrich feathers; gums; drugs; pimento; and a ſmall quantity of white copper.

Mr. Browne during his reſidence in Egypt collected a good account of the trade and manufactures of that country, which, on account of its renown in the earlieſt dawn of hiſtory, and its commercial importance in after ages as the enterpot and link of connection between the eaſtern and weſtern parts of the world (to ſay nothing of the intereſt excited by the renewed importance now attached to it) may ſeem entitled to ſome attention, even in its degraded ſtate.

* 'The hoſpitality ſhewn by theſe good people 'to Mr. Park, a deſtitute and forlorn ſtranger, 'raiſes them very high in the ſcale of humanity.' [*Rennel's Geographical illuſtration of Park's journey.*] Mr. Lediard, the firſt traveler in Africa under the direction of the aſſociation, gave the ſame teſtimony to the pre-eminent benevolence and ſympathizing kindneſs of the ſex, created by the bountiful Father of the univerſe to heighten the enjoyments, and alleviate the miſeries, of man.

Egypt ſtill preſerves ſo much of the advantage, derived from its ſituation, as to be the chief ſeat of the trade of all the eaſtern parts of Africa; and conſequently its trade is carried on partly by the Mediterranean ſea in the ports of Alexandria and Damiatt, partly by the Red ſea in the ports of Coſſir and Suez, and partly by caravans, the trade of which has been juſt now deſcribed.

At this time the imports at Alexandria and Damiatt were—timber for building houſes and veſſels; broad cloth, of which about 800 bales were annually imported, till the preſent war reduced the quantity; copper; manufactures of copper, braſs, and iron; ſwords; fire arms; white ſlaves of both ſexes from Conſtantinople; oil, Tuniſian red caps, and fine flannels, from Tunis and Tripoly; cotton, raw ſilk, ſilk manufactures, ſoap, tobacco, and glaſs beads, from Syria. The imports by the Red ſea conſiſt of coffee, odours, and drugs, from Arabia; ſlaves from Habeſh (or Abyſſinia); ſpiceries, muſlins, and other cotton goods, Caſhmirian ſhawls, &c. from Surat.

The exports of Egypt are—black ſlaves, chiefly eunuchs; great quantities of coffee, and a few Indian goods to Conſtantinople; grain, and money, to Arabia; money only, to Surat; rice in great quantities, flax, leather, and ſometimes wheat, to Syria; natron *, an article uſed in the manufacture of glaſs, moſtly to Marſeille, and to the amount of 3,500 to 4,000 tuns annually before the war. In favourable years the exports of wheat from Upper Egypt are very great.

The whole of the ſhipping belonging to the inhabitants of Egypt on the Red ſea is reckoned to be only thirty-ſeven veſſels, very ill conſtructed, and as ill managed.

The manufactures of Egypt are—linen, from the earlieſt antiquity the ſtaple of the country; green and white glaſs for lamps and phials; ſugar, formerly ſent to Conſtantinople, but the exactions of the government have been ſo heavy upon this article, that it is now made very bad, and in ſuch ſmall quantities as to ſell for 1/2 a pound; ſal-ammoniac; ſaltpetre; gun-powder; red and yellow leather; jars and bottles of earthen ware.

To this ſhort liſt of the manufactures of modern Egypt we may add the propagation of fowls, which, being effected by artificial heat in ovens, may not improperly be called a manufacture of fowls: and the Egyptians have them in ſuch abundance, that 5,000 are ſometimes dreſſed to entertain the company at a marriage feaſt, which laſts ten days. We may almoſt ſay, that they alſo manufacture, or ſow, fiſh, as they procure vaſt abundance of them by ſcattering the ſpawn in the pools, which are filled by the overflowing of the Nile.

* Mr. Barrow, a later traveler in Africa, finds that natron abounds in the country adjacent to the Cape of Good Hope, which, he ſays, has many points of agreement with Egypt. See his *Travels in Southern Africa*.

Some European merchants were ſettled in Egypt before the commencement of the preſent war, of whom the greateſt number were French. Theſe were, on ſome occaſion of quarrel, expelled from the country: and that expulſion was aſſigned as a reaſon for the invaſion of Egypt by the French in the ſummer of the year 1798.

The Britiſh ſociety for extending the fiſheries and improving the ſea coaſts of this kingdom have eſtabliſhed ſettlements at the three following places.

Ullapool, in Loch Broom on the weſt coaſt of Roſs-ſhire, the moſt regular and conſtant reſort of the herrings on the Britiſh coaſt, near which there were already a cuſtom-houſe upon Iſle-Martin, and ſeveral ſettlements eſtabliſhed by different companies for curing herrings. Theſe will furniſh a market for the fiſh caught by the ſmall fiſhermen, who have neither money ſufficient to purchaſe a ſtore of ſalt and caſks, nor the knowlege requiſite to encounter the innumerable hardſhips, intricacies, and vexations, of going through cuſtom-houſe formalities, coming under bonds, &c. This village in the year 1791 had 7 houſes, and in 1796 it had 39, (whereof 9 belonged to the ſociety) and about 40 thatched huts. Ten veſſels cleared out for the bounty fiſhing in 1796. Their barrels and nets were partly made upon the ſpot. The ſociety have built houſes for ſmoking herrings, and a ſhed for the cod fiſhery.

Tobirmory, at the north end of the iſland of Mull, has the advantage of an excellent ſheltered harbour, acceſſible with every wind by veſſels of any burthen; and there is plenty of ſtone and wood for building. It has a cuſtom-houſe, at which 38 ſmall veſſels, meaſuring 1,589 tuns entered inward, and 55, meaſuring 1,822 tuns, entered outward. In 1792 there were 27 families, and in 1797 there were 47.

Lochbay, in the north-weſt part of the iſland of Skie, has lime-ſtone and free-ſtone quarries, and a good harbour.

At each of theſe places the ſociety have purchaſed ſufficient tracts of land, and laid out the ground in proper ſtreets for building. They have alſo erected a quay or pier, a cuſtom-houſe, a ſtore-houſe, a ſchool and a houſe for a ſchool-maſter, bridges where neceſſary, and have made roads, at every village. Many incloſures have been made, and alſo conſiderable improvements in agriculture, where no improvements were ever known before. The ſociety have held out particular encouragement to the trades which are connected with fiſheries and navigation; and thoſe ſequeſtered regions have ſeen for the firſt time (at leaſt for ſeveral centuries bypaſt) veſſels fitted out from their harbours, and ſomething like a commencement of proſperity produced by induſtry.

All the ſettlements are near to excellent fiſhing banks, where cod and ling are in great plenty, ſo that the ſettlers need never be at a loſs for a ſteady, and nearly-invariable, ſpecies of fiſhery to employ themſelves and their veſſels. The repreſentations of the directors of the ſociety

have procured from government ſome ſmall mitigation of the rigour of the execution of the ſalt laws in favour of their ſettlers. But as that is matter of favour, it may be withdrawn at pleaſure. The moſt ſolid advantage in that reſpect to the poor fiſhers is, that ſome people, partly aſſiſted with ſmall ſums lent them by the ſociety, have laid in ſtores of ſalt, caſks, and other fiſhing utenſils, which they ſell to their neighbours at moderate prices. But, from the very ſlow growth of the villages, there is reaſon to apprehend, that the fiſheries, reſtricted as they are, can never afford any very flattering proſpects to the people. And here I muſt preſume to ſay, that it is a moſt aſtoniſhing thing, that the people of Great Britain are the only people in the world, who are not permitted to enjoy the free fiſhery of the Britiſh ſeas *.

* In April 1800 I thought it my duty to lay before the committee of the house of commons for fisheries, a plan, which, if it shall ever be taken up, and properly matured by the wisdom of the legislature,

Will relieve the British fisheries from hardships, hitherto unsurmountable;
Will prodigiously increase the sale of British-cured fish for home consumption and for exportation;
Will probably make Great Britain in all respects superior to Holland in the fishing trade;
Will furnish a cheap article of food to the labouring poor, and
Will reduce the price of butcher meat, which
Will promote the manufactures of the country by lessening the expense of living, and thereby
Will, in some degree, effect a restoration of the value of money, on which depends the preservation of the export trade;
Will promote the prosperity of the West-India islands;
Will promote navigation by victualing ships cheaper;
Will increase the number of fishermen, and
Will increase the quantity of fresh, as well as salted, fish;
Will increase the number of seamen, carpenters, coopers, &c, which
Will greatly increase the national maritime power;
Will promote the agriculture of the country, and thereby
Will render corn and cattle more plentiful and cheap, with great advantage to the land-owners and farmers, especially in mountainous districts;
Will particularly increase the breed of sheep, increase the quantity and improve the quality of wool, which
Will advance one of the most important of our manufactures;
Will in a great measure prevent smuggling, and promote the prosperity of the honest trader;
Will increase the number of industrious people, and advance the general prosperity of all classes, especially in those parts of the country which stand most in need of improvement and relief; and
Will increase the national revenue by *diminishing the expense, and greatly enlarging the amount, of the collection.*

Theſe advantages, which would require a volume to explain them in all their conſequences, are not to be obtained by the circuitous operations of duties, exemptions, bonds, drawbacks, &c. nor by any half meaſures; but by the very ſimple means of *a total abolition (to be ſacredly perſevered in) of all duties upon ſalt, whether home-made or imported*, and *the impoſition of a commutation tax*, equivalent to the *net proceeds* of the preſent ſalt duties, upon houſe rents; a commutation infinitely more unexceptionable than that of the tea duty, as there is no perſon whatever, who does not uſe ſalt. The great increaſe of the amount of the reduced duties upon tea and coffee proves, how much more productive moderate duties are than high ones. How much more cogent is the argument, when the national fiſhery, the national proſperity, and the naval force, of the empire, are the objects to be promoted or neglected. But there is another object infinitely ſuperior to theſe, and to all the above-mentioned advantages, if the virtue and happineſs of the people are to be conſidered as objects of the higheſt importance, which is, that the ſubject will be exempted from all the hardſhips and oppreſſions, pains, penalties, perjuries, evaſions, and other innumerable evils, which are, and ever muſt be, the inſeparable attendants of the ſalt laws.

The committee in their Report [pp. 12, 13] recommended the plan to the attention of parliament. But war permits no improvements but thoſe in the arts of deſtruction and finance.

Whatever may ultimately be the ſucceſs of this laſt, and hitherto beſt-concerted, endeavour to give life to the Britiſh fiſheries, the nation at large is under the greateſt obligation to the generous patriotiſm of the ſubſcribers, who have undertaken 'to collect the weak and ſcattered 'rays of induſtry, and bring them, for the greater public utility, into 'one focus,' and who, without any view of private emolument, and with ſcarcely any proſpect of reimburſement, are zealouſly promoting the higheſt and moſt important intereſts of the public at an expenſe, of which the public bears no ſhare.

As ſome relief from the hardſhips ſuffered by the want of a ſufficient quantity of ſilver coin in circulation, a number of new gold pieces of the value of ſeven ſhillings were coined. They are much broader in proportion than the quarter-guineas, which were in circulation ſome years after the commencement of the preſent reign.

This year the Daniſh Eaſt-India company divided twelve per cent on their capital ſtock; and they had about £30,000 ſterling remaining, ready to anſwer any emergencies. They have made ſome regulations, which, they expect, will raiſe their trade, at leaſt during the preſent war, to the higheſt degree of proſperity, ſo as to rival in ſome reſpects that of the Britiſh Eaſt-India company.

This year 533 Britiſh veſſels entered the port of Peterſburg, whence they carried Ruſſian merchandize to the amount of £2,400,000 ſterling. The Portugueſe were the nation next to the Britiſh in the value of their exports from Peterſburg, which amounted only to £80,000; and the Danes were next to the Britiſh in the number of veſſels, which, however, were only 86. Though the balance of trade with Ruſſia appears to be unfavourable to Great Britain, yet it is exceedingly advantageous, as the imports conſiſt of raw materials for our manufactures, of ſome goods manufactured by the Ruſſians better and cheaper than we can make them, and of naval ſtores, of which the article of hemp has become much more important, ſince Ruſſia has acquired the countries where it is produced in the greateſt plenty and perfection. In eſtimating the value of this branch of our commerce it muſt alſo be remembered, that the carriage is, with a very trifling exception, wholely in our own hands, whereby from ſix hundred to near a thouſand Britiſh veſſels, and from ſix to ten thouſand ſeamen, are employed *.

* This year 610 veſſels, whereof 5 were foreign, arrived in Great Britain from the different ports of Ruſſia, beſides thoſe which arrived in Ireland. But in no other year ſince 1789 has the number of arrivals of Britiſh veſſels from Ruſſia been ſo low as 700. In the year 1796 they were 1019, beſides 14 foreign veſſels.

The following is an Account of the veſſels belonging to the Britiſh dominions, with their regiſtered tunnage and uſual number of men, on the 30th of September 1797.

	Veſſels.	Tuns.	Men.
England	11,045	1,248,046	91,551
Scotland	1,950	137,206	11,430
Ireland	1,048	53,181	5,104
Colonies	2,498	160,989	14,218
Guernsey, Jersey, &c.	146	10,679	1,057
Mann	216	4,895	1,034
Total	16,903	1,614,996	124,394

There were built and registered in the several ports of the British dominions, in the course of this year,

756 veſſels measuring 86,242 tuns.

The net revenue of the cuſtoms, paid into the exchequer in the course of this year, was

from the cuſtom-houſe in London	£3,950,608	0	0
from the cuſtom-houſe in Edinburgh	105,000	0	0
the West-India duty of four and a half per cent	55,497	0	11
Total net revenue of the cuſtoms of Great Britain	£4,111,105	0	11

There were coined in the mint, in the course of this year,

42,810 pounds of gold, value	£2,000,297	5	0

and no silver.

According to an account made up at the bank of England, the average amount of the bank notes in circulation, during the last three quarters of this year, was as follows.

	Notes of £5 and upwards.	Notes of £2 and £1.
from 25th March . . to . 25th June . . .	£10,113,030	£990,850
25th June . . . . . 25th September	9,762,130	1,066,750
25th September. . . . 25th December	10,411,700	1,230,700

The official value of the imports and exports of Great Britain during the year 1797 was as follows.

Countries, &c.	Imported into ENGLAND.	Imported into SCOTLAND.	Exported from ENGLAND. British merchandize.	Exported from ENGLAND. Foreign merchandize.	Exported from ENGLAND. Total.	Exported from SCOTLAND. British merchandize.	Exported from SCOTLAND. Foreign merchandize.	Exported from SCOTLAND. Total.
Denmark and Norway	£110,281 1 0	£24,321 10 2	£216,612 5 11	£444,192 2 10	£660,804 8 9	£9,036 3 9	£1,081 18 11	£10,118 2 8
Russia	1,447,999 11 2	259,505 5 0	241,140 2 6	216,519 8 8	457,659 11 2	15,342 19 3	1,203 9 7	16,546 8 10
Sweden	160,612 15 2	31,420 12 0	68,508 1 9	75,486 5 9	143,994 7 6	6,426 0 10	3,475 0 10	9,901 1 8
Poland	137,376 8 6	31,286 4 4	11,394 14 0	19,066 2 5	30,460 16 5			
Prussia	520,416 2 10	57,642 16 3	288,504 2 11	293,255 16 1	581,759 19 0	4,884 15 6	22 16 0	4,907 11 6
Germany	1,522,143 7 8	54,283 10 8	1,876,332 8 5	6,383,874 15 4	8,260,207 3 9	88,635 4 7	35,712 11 4	124,347 15 11
Holland	408,960 13 8	120,467 6 9	76,908 13 4	1,261,288 2 9	1,338,196 16 1		2,719 1 3	2,719 1 3
Flanders	10,514 12 7		1,720 10 6	122,838 0 9	124,558 11 3			
France	11,435 5 10	2,270 18 7	32,579 16 10	656,715 5 9	689,295 2 7			
Portugal	454,797 8 5	69,213 11 3	533,429 0 9	61,653 8 11	595,082 9 8	7,704 15 7		7,704 15 7
Madeira	863 11 3	444 12 10	91,903 17 5	16,062 1 2	107,965 18 7	446 7 2		446 7 2
Spain	514,539 10 10	1,598 7 11	748 8 7	6,145 5 1	6,893 13 8			
Canaries	1,671 8 3							
Straits	1,220 0 0							
Gibraltar	15,770 19 10		37,183 12 2	18,255 16 7	55,439 8 9	576 18 7	839 5 6	1,416 4 1
Italy	77,045 7 8		94,080 17 9	13,972 14 6	108,053 12 3			
Venice	21,158 3 7		6,644 9 11	1,411 1 9	8,055 11 8			
Turkey	104,838 9 3		22,085 15 8	1,447 1 4	23,532 17 0			
Ireland	2,718,574 13 4	395,010 12 9	1,153,964 2 8	1,035,704 5 7	2,189,668 8 3	157,032 7 4	90,381 6 9	247,413 14 1
Mann	32,154 5 3	409 5 6	24,841 4 9	14,780 9 2	39,621 13 11	592 4 1		592 4 1
Guernsey, &c.	162,112 15 2	3,680 5 9	108,113 17 8	69,554 14 7	177,668 12 3	3,861 6 10		3,861 6 10
Greenland	109,488 1 11	21,421 13 1	95 17 4	458 2 10	554 0 2			
West-India. America. United states	1,074,635 17 4	100,877 1 5	4,510,556 15 3	181,063 19 0	4,691,620 14 3	360,759 8 7	4,442 11 0	365,201 19 7
West-India. America. British colonies	243,974 4 2	39,457 1 6	821,300 12 1	137,445 15 6	958,746 7 7	75,024 8 3	14,382 10 2	89,406 18 5
Asia British	4,909,625 13 10	263,443 9 5	2,915,279 8 6	332,621 11 6	3,247,901 0 0	306,032 13 2	25,183 13 11	331,216 7 1
Asia Foreign	267,468 7 4	16,330 3 9	23,258 12 7	3,226 2 2	26,484 14 9	706 1 1		706 1 1
Asia	3,942,318 19 1		2,177,905 15 6	102,428 2 4	2,280,333 17 10			
New Holland	65 6 0		7,581 2 3	517 6 2	8,098 8 5			
Africa	38,733 18 5		430,876 19 9	358,360 4 0	789,237 3 9	615 3 4		615 3 4
Cape of Good Hope	7,778 3 11		82,871 7 6	4,759 1 0	87,630 8 6			
Sierra Leona	7,845 12 10		9,003 13 11	1,359 13 3	10,363 7 2			
Prize goods	484,451 12 5							
Totals	19,520,872 8 6	1,493,084 8 11	15,865,426 8 2	11,834,462 16 9	27,699,889 4 11	1,037,676 17 11	179,444 5 3	1,217,121 3 2

Summary.

		Imports	British merchandize.	Foreign merchandize.	Totals.
Imports of	England	£19,520,872 8 6			
	Scotland	1,493,084 8 11			
		£21,013,956 17 5			
Exports of	England		£15,865,426 8 2	£11,834,462 16 9	£27,699,889 4 11
	Scotland		1,037,676 17 11	179,444 5 3	1,217,121 3 2
			£16,903,103 6 1	£12,013,907 2 0	£28,917,010 8 1

The following is an Account of the number of vessels with their tunnage and men, including their repeated voyages, which entered inward, and cleared outward, in the ports of Great Britain, during the year 1797.

ENGLAND.												Countries, &c. from and to.	SCOTLAND.											
Inward.						Outward.							Inward.						Outward.					
British.			Foreign.			British.			Foreign.				British.			Foreign.			British.			Foreign.		
Vessels.	*Tuns.*	*Men.*	*Vessels.*	*Tuns.*	*Men.*	*Vessels.*	*Tuns.*	*Men.*	*Vessels.*	*Tuns.*	*Men.*		*Vessels.*	*Tuns.*	*Men.*	*Ves.*	*Tuns.*	*Men.*	*Vessels.*	*Tuns.*	*Men.*	*Ves.*	*Tuns.*	*Men.*
90	7,510	690	557	94,114	5,607	243	46,627	2,558	434	73,086	4,499	Denmark & Norway	31	1,985	126	139	12,816	1,004	71	8,775	486	60	5,672	445
483	125,408	5,366	5	693	40	230	58,217	2,619	10	1,287	75	Russia	122	17,168	923	..	..	..	63	9,128	493			
7	1,046	57	..	..	..	4	694	36	1	100	7	Courland												
74	16,719	730	..	..	..	32	6,734	327				Livonia												
55	8,758	439	152	19,792	1,125	64	9,871	501	64	8,243	519	Sweden	48	4,310	273	2	70	6	57	5,912	364			
14	2,482	124	3	643	27	6	1,424	66	2	270	14	Poland	43	5,641	293	2	210	11	1	102	7			
242	54,348	2,452	745	76,495	3,796	105	23,038	1,205	935	83,068	4,772	Prussia	82	12,507	667	28	2,552	147	26	3,783	218	41	3,719	215
52	11,448	490	39	11,300	440	9	1,745	83	23	7,539	337	Dantzik	3	188	14									
114	16,965	885	103	9,598	582	167	26,381	1,341	114	12,989	758	Germany	47	5,130	282	2	179	11	52	5,092	305	8	635	46
10	1,134	73	27	3,927	205	20	3,210	170	55	7,021	369	Bremen												
73	12,287	596	152	26,661	1,264	88	14,527	686	240	37,667	1,890	Hamburgh	3	201	13	..	..	..	7	539	34			
..	.. ..	..	490	34,843	2,331	..	..	..	250	21,073	1,322	Holland	..	..	..	46	4,709	251	..	.. ..	..	2	192	14
1	40	3	74	6,146	397	..	..	..	33	2,692	170	Flanders	..	..	..	1	30	6						
..	.. ..	..	188	13,569	1,129	..	..	..	171	10,107	990	France	..	..	..	1	127	8						
257	39,462	2,341	63	7,523	434	167	24,329	1,544	70	12,958	709	Portugal	37	4,907	305	..	..	..	18	2,006	138	3	631	28
4	220	17	8	214	12	9	547	49	2	176	14	Azores												
4	909	54	3	590	36	4	933	70	7	2,020	126	Madeira												
5	550	34	165	22,521	1,258	2	70	9	30	4,460	262	Spain	..	..	..	1	250	14						
..	.. ..	..	3	457	28	..	..	..	3	395	24	Canaries												
25	5,277	272	1	161	10	23	3,644	216	4	852	48	Straits and Gibraltar	..	..	..	..	..	..	3	223	19			
6	827	50	4	730	50	..	..	..	41	6,855	434	Italy												
..	.. ..	..	2	210	15							Genoa												
..	.. ..	..	7	1,168	57	..	..	..	6	927	62	Leghorn												
1	324	12	2	350	21	..	..	..	9	1,845	120	Naples												
9	2,189	99	6	807	53							Sicily												
4	1,171	65										Corsica												
2	263	13	3	670	37	..	..	..	2	455	24	Venice												
5	1,144	56	7	1,170	95	..	..	..	2	330	33	Turkey												
4,220	396,745	24,833	33	5,256	289	4,641	423,747	23,204	2	160	13	Ireland	1,572	86,762	7,198	1	145	13	1,213	71,913	5,784			
217	8,030	652	..	..	..	332	13,610	999	1	429	18	Mann	13	403	39	..	..	..	9	344	32			
388	24,605	1,720	6	617	39	518	29,222	2,148	3	366	22	Guernsey, &c.	2	150	10	1	63	4	6	409	28			
55	15,527	2,185	..	..	..	50	13,757	1,908				Greenland	10	2,614	362	..	..	..	10	2,614	357			
35	8,910	642	..	..	..	23	6,885	596				Southern fishery												
9	1,870	111	370	81,578	3,980	16	3,640	243	336	73,513	3,887	America: United states	6	928	47	34	7,417	360	4	641	41	28	5,362	269
185	29,095	1,692	..	..	..	213	29,642	1,988				America: British colonies	23	4,095	238	1	160	8	25	4,005	290			
3	783	87	..	..	..	3	783	90				America: Hudson's bay												
11	2,934	151	3	873	44							America: Honduras												
383	104,857	6,695	..	..	..	419	117,349	8,432				West-Indies: British	38	7,488	487	..	..	..	62	13,239	1,138			
194	48,293	3,240	7	1,594	85	175	38,379	3,321				West-Indies: Conquered	11	1,795	129	1	140	10	20	3,460	294			
11	1,858	196	7	1,508	83	4	500	35	4	688	41	West-Indies: Foreign	..	..	..	..	..	..	..	.. ..	..	1	140	10
51	34,365	4,100	3	1,032	68	53	42,876	4,834	1	294	20	Asia												
1	296	19	..	..	..	2	1,182	99				New Holland												
12	1,916	182	..	..	..	124	25,477	3,653	8	1,331	94	Africa												
5	576	30	..	..	..	3	283	18	4	654	42	Barbary	..	..	..	..	..	..	..	. . .	. . .	1	145	13
..	.. ..	..	..	..	..	..	..	..	1	294	14	Cape Verde												
6	2,809	216	..	..	..	7	2,073	206	1	440	35	Cape of Good Hope												
7,323	903,050	61,660	3,238	426,810	23,637	7,756	971,596	63,254	2,878	379,775	21,764		2,091	156,272	11,406	260	28,868	1,853	1,647	132,185	10,028	144	16,496	1,040

1798—The parliament having paſſed an act, whereby voluntary contributions for carrying on the war were rendered legal, the bank of England took the lead by contributing *two hundred thouſand pounds*, and the city of London contributed *ten thouſand pounds*. A temporary office, or huſting, being erected under the eaſt piazza of the Royal exchange for the purpoſe of receiving ſubſcriptions, the area was filled with many hundreds of the merchants, traders, and others, who eagerly crowded in to ſubſcribe ſums from one guinea to *three thouſand pounds* *, the whole of the ſubſcriptions amounting at the cloſe of the firſt day to £46,534. It is no ſlight proof of the opulence and the commercial proſperity of the Britiſh empire, that this voluntary contribution produced the vaſt ſum of *two millions of pounds ſterling*, excluſive of *three hundred thouſand pounds* remitted from India †.

Though the importation and conſumption of Britiſh goods was formally prohibited by the French government, the warehouſes and ſhops of Paris were filled with Britiſh manufactures, which the war between the two nations did not prevent the people from preferring to all others. The directory, who are ſaid to have hitherto connived at the importation, now thought proper to make a general ſeizure of all Britiſh goods found in the poſſeſſion of any trader, which they confiſcated for the benefit of the national treaſury. This rigorous act was immediately followed by a law, which declared all neutral veſſels, found with Britiſh merchandize of any kind onboard, lawful prizes to the captors. This meaſure, which, it was preſumed by ſome, would give the death-blow to the Britiſh manufactures and commerce, and prove an effectual ſupport to the manufactures of France, was pronounced by others exceedingly impolitic, not only as exaſperating the neutral nations againſt France, but alſo as transferring that part of the carrying trade, which had been conducted by means of neutral veſſels, entirely to the well-protected ſhipping of Great Britain.

In conſequence of the menace of the French directory, the Britiſh government appointed a ſhip of the line and two frigates to convoy a fleet of American veſſels to their own coaſt.

The parliament of Ireland had very properly laid a duty on the exportation of live cattle. But notwithſtanding, above 3,000 head of oxen from the north of Ireland were landed at Port Patrick in one week in the beginning of March.

The watchmakers were the claſs of people, who conſidered them-

* This ſum was ſubſcribed by Meſſieurs Boyd Benfield and Company, with a promiſe of an annual repetition of it during the war. Mr. Robert Peel of Bury in Lancaſhire, a manufacturer and printer of calicoes, paid into the bank *ten thouſand pounds* as his own voluntary contribution.—Is there any other country on the ſurface of the globe, that can produce a manufacturer, who can ſpare ſuch a ſum? It is proper to obſerve that the extenſive manufacture conducted by this gentleman gives employment and comfortable ſubſiſtence to 6,800 men, women, boys, and girls.

† So the amount of the voluntary contributions from the different parts of the Britiſh empire was ſtated in parliament by Mr. Pitt in June 1799.

ſelves as moſt peculiarly aggrieved by the act for impoſing new duties on gold and ſilver plate, which took place on the 5th of July 1797. The duties now impoſed upon watch-caſes, they ſaid, put it entirely out of their power, notwithſtanding the acknowleged ſuperiority of their workmanſhip, to compete with foreign watchmakers, who have their caſes ſo very much cheaper. They moreover complained, that while their export trade was thus annihilated by the additional duty, their home trade was alſo reduced almoſt to nothing in conſequence of another act impoſing duties on all perſons uſing watches and clocks, together with the operation of a more recent act for the duplication and triplication of thoſe duties, which had obliged many of their cuſtomers to give up the uſe of clocks and watches altogether; in conſequence of which many of the workmen employed in the very numerous departments of their buſineſs, together with their families, were reduced to the neceſſity of applying to their pariſhes for ſubſiſtence. As a proof of the great decreaſe of their trade ſince the commencement of the additional duty, they produced the following

Account of the number of watch-caſes marked at Goldſmith's hall in London in the ſeven preceding years *.

Years.		Silver cases.		Gold cases.
1791		61,644½		3,384
1792		69,080		3,833
1793		63,022		2,815
1794		67,922½		2,334
1795		76,159		2,857
1796		92,828½		3,341
1797	first quarter 19,857	67,464	617	1,692
	second ——— 20,424½		515	
	third ——— 16,522½		404	
	fourth ——— 10,660		156	

March 9th—In conſideration of the hardſhips brought upon the watchmakers by the late acts, the legiſlature exempted gold and ſilver watch-caſes, not only from the duties impoſed on gold and ſilver plate by the act 37 Geo. III, c. 90, but alſo from the other duties of the ſame amount, which had been impoſed by an act 24 Geo. III, c. 53. And a drawback of the duties on gold and ſilver watch-caſes was alſo allowed on the exportation of them †. [38 *Geo. III, c.* 24]

* I believe, there is no account kept of the metal caſes, and other kinds of caſes for watches. If they could be all brought together, I ſuppoſe they would juſtify a conjecture that the value of the watches and marine chronometers, made in London and its neighbourhood, is above one million ſterling a-year independent of clocks. Nor can that ſum be thought too great, when it is recollected, that the watch-makers of London make watches not only for all the Britiſh dominions, but alſo for all the civilized part of the world.

† By an act, afterwards paſſed in this ſeſſion, for repealing the duties on windows in order to lay on heavier ones, the watchmakers were gratified with a repeal of the duties on the uſe of clocks and watches, which thus remained in force only three quarters of a year. On their repreſentation that the allowance of the drawback was quite ineffectual, as the charges incurred in obtaining it run ſo high, that no uſual exportation of watches (ſeeing they are never ordered in large quantities at once) can ſupport the expenſe, they were further indulged

It was thought 'expedient under the preſent circumſtances, and for 'a limited time,' to relax the reſtrictions of the Navigation act ſo far as to permit the importation of Portugueſe ſalt in the veſſels of any friendly nation whatever, during the continuance of the war, on the ſame terms as if it were imported in Portugueſe veſſels. [*c.* 25]

April 5th—The ſuſpenſion of the bounty on the exportation of Britiſh-made ſail-cloth or canvaſs to Ireland was prolonged till 25th March 1799. [*c.* 30]

In order to guard againſt infection from veſſels coming from countries ſubject to the plague, the commander of every ſuch veſſel is required, on meeting any other veſſels, or coming within four leagues of the coaſt of Great Britain, Ireland, Guernſey, Jerſey, Alderney, Sark, or Mann, to hoiſt a large yellow-flag in the day-time, or a ſignal lantern in the night-time, at his maſt-head, which muſt be continued till his veſſel is regularly diſcharged from quarantine: and all pilots are ſtrictly prohibited from conducting ſuch veſſels to any other places than thoſe appointed for the performance of quarantine. The acts reſpecting quarantine are alſo declared to extend to all caſes of diſeaſe declared infectious by the king in council.

All offences againſt any order of the king in council, publiſhed in the London gazette for laying embargoes on veſſels, or for prohibiting or regulating the exportation of goods, may be tried in any court in Great Britain, Ireland, or any of the above-mentioned iſlands.

All packages containing unframed plate glaſs, crown glaſs, or ſheet glaſs, muſt contain at leaſt five hundredweight, and be marked with the word *glaſs* in Roman letters of four inches long; and the commanders of veſſels importing glaſs muſt very particularly expreſs in their manifeſts every package of glaſs, on penalty of forfeiture of the glaſs and a further fine of £100. But plates of glaſs meaſuring ſixty inches or more are exempted from the reſtrictions of this act.

The commiſſioners of the cuſtoms are authorized to permit the removal of coffee and cacao, which have been warehouſed for exportation, from one port to another in England for the more convenient exportation of them.

The commiſſioners of the cuſtoms in England and Scotland are authorized to return the duties paid on goods, which have been loſt or deſtroyed by unavoidable accident, before they could be landed.

Veſſels of any deſcription, having licences from the admiralty for any particular trade or employment, and found engaged in a different trade or employment, are liable to be ſeized and ſold.

Officers of the navy are permitted to remove their ſea-ſtock of liquors from one ſhip to another without payment of any duty. [*c.* 33]

ed, in common with the goldſmiths, with the liberty of making watch-caſes of gold of an inferior ſtandard, ſuch as is uſed by the foreign watch-makers. (See below act 38 Geo. III, c. 69.)

The following acts of parliament were continued for limited times, viz.

The act for allowing bounties on the exportation of Britiſh and Iriſh linens, and for permitting the free importation of foreign linen yarn, continued till 24th June 1799.

The act permitting the exportation of tobacco-pipe clay to the Britiſh ſugar colonies in the Weſt-Indies, continued till 24th June 1802.

The act permitting the importation from all places of rape ſeeds and other ſeeds yielding oil, when Britiſh rape ſeed is ſo high as £20 per laſt, continued till 24th June 1799.

The acts for the encouragement of the whale fiſheries in the Greenland ſeas and Davis's ſtraits, continued till 25th December 1799.

The act for the encouragement of the manufactures of flax and cotton in Great Britain, continued till 24th June 1799.

That part of the act 27 Geo. III, c. 31, which directs that Clarke's hydrometer ſhall be the ſtandard for aſcertaining the ſtrength of ſpirits, continued till 1st June 1801.

The act for ſecuring the duties on glaſs, continued till 5th July 1799. [*c.* 35]

May 7th—The ſum of £17,000,000 was raiſed by a loan, the ſubſcribers to which received £150 in the three-per-cent conſolidated fund, and £50 in the three-per-cent reduced fund, together with a terminable annuity of 4/11 for 61¾ years, for every £100 paid in by them. [*c.* 37] The capital of the debt thus created amounted to £25,500,000 in the conſolidated, and £8,500,000 in the reduced, fund, beſides an annual charge of £22,125, payable till January 1860.

Notwithſtanding the prohibition contained in the act 27 Geo. III, c. 27, it was now declared lawful to carry any goods or commodities of the manufacture of Europe from the iſlands of Grenada, Dominica, Antigua, Trinidad, and the Bahama iſlands, to any Britiſh colony in America or the Weſt-Indies. Britiſh veſſels are alſo permitted to export from the above-mentioned iſlands, and from Jamaica, all kinds of merchandize lawfully imported into them from any colony in America belonging to any foreign European power. [*c.* 39]

May 10th—The act 37 Geo. III, c. 15 (in 1796) was repealed ſo far as relates to the cuſtom duty of five per cent, *computed on the former duties charged upon tea*, and inſtead of it an exciſe duty of five per cent, *computed on the amount of the ſales*, was impoſed on all tea ſold by the Eaſt-India company at the price of 2/6 or upwards per pound, or remaining in their warehouſes on the 10th of May, though ſold. Tea taken as prize was alſo ſubjected to the ſame duty. [*c.* 42]

The following new duties were impoſed upon ſalt, and were made to commence on the 10th of April.

On foreign salt imported into Great Britain or found onboard any vessel or craft, or in any cellar or warehouse, per bushel . . .	£0 10 0
On salt made at home, or taken out of any salt pit, or out of any warehouse, or carried from Scotland to England, having paid the duty formerly payable	0 5 0

[*c.* 43]

June 21st—The premiums for the encouragement of the Southern whale fiſhery were regulated as follows.

To each of the four vessels, of those cleared out between the 1st of January and the 31st of December in the years 1799, 1800, and 1801, proceeding to the southward of the equinoctial line, and returning into port before the 1st of December in the year subsequent to that in which she was cleared out, which has the greatest quantity of pure oil or head matter	£300
To each of the four having the next greatest quantity	200
To each of the four having the next greatest quantity	100
To each of the four vessels, sailing within the time above-mentioned, and proceeding beyond the thirty-sixth degree of south latitude, carrying on the fishery, and, after being fourteen months out, returning before the 31st of December in the second year after clearing out, having the greatest quantity of pure oil and head matter	400
To the one vessel, sailing within the time above-mentioned, in the year 1799 or the six following years, proceeding beyond Cape Horn, and fishing four months in the Pacific ocean, or beyond the Cape of Good Hope, and carrying on the fishery during four months to the eastward of 105° of east longitude from London, and, after being sixteen months out, returning before the 31st of December in the second year after clearing out, with the greatest quantity of pure oil and head matter	600
To each of the nine vessels acting in all respects as the one last mentioned, and having the next greatest quantities	500

The veſſels fiſhing in the South Atlantic ocean muſt have at leaſt twenty tuns of pure oil and head matter, and thoſe fiſhing beyond Cape Horn or the Cape of Good Hope muſt have at leaſt thirty tuns, to entitle them to compete for the premiums: and the whole muſt be the produce of whales or other marine animals actually taken by the crews of the veſſels.

The veſſels paſſing the Cape of Good Hope are now permitted to extend their cruiſe beyond 51° eaſt longitude from London: but they muſt not go to the northward of 15° ſouth latitude anywhere between the longitudes of 51° and 180° eaſt from London. And thoſe paſſing Cape Horn muſt alſo avoid that part of the ocean comprehended within thoſe limits.

The encouragements held out by the act 35 Geo. III, c. 92, to foreign fiſhermen, not exceeding forty in number, to ſettle with their families, veſſels, &c. was continued: the time allowed for their arrival was extended to the 31st of December 1805; and their veſſels, to the number of twenty, are admiſſible, if built before the 1st of January 1798. [*c.* 57]

The act, 26 Geo. III, c. 81, for the encouragement of the Britiſh fiſheries, was continued in force till the 1st of March 1799. [c. 58]

The act, 14 Geo. III, c. 42, for prohibiting the importation of deficient ſilver coin, and for preventing the tender of ſilver by tale in payment beyond the ſum of twenty-five pounds, was revived, and continued in force till the 1st of June 1799.—The coinage of ſilver money was ſuſpended till proper regulations ſhould be framed. [c. 59]

It was now enacted, that the drawbacks and bounties on the exportation of ſugar ſhould be allowed, when the average price (to be aſcertained agreeable to the directions contained in the act 32 Geo. III, c, 43) ſhould not exceed 67/6 per hundredweight, clear of the duty of cuſtoms. [c. 61]

The permiſſion to carry Britiſh ſpirits to the iſle of Mann was repealed; and no Britiſh ſpirits were permitted to be ſhipped from any port of England for that iſland on penalty of forfeiture.—The commiſſioners of the cuſtoms in England may grant temporary licences to Britiſh veſſels, not under fifty tuns burthen, to import foreign brandy and geneva, not exceeding upon the whole 10,000 gallons of each in any one year, into the port of Douglas, on paying a duty of three ſhillings per gallon. Such brandy and geneva muſt be in caſks containing at leaſt one hundred gallons; and they muſt not be ſtronger than one to nine over hydrometer proof. But they muſt upon no account be carried coaſtways in the iſland in any other than the original packages.—The commiſſioners of the cuſtoms in England are authorized to permit 60,000 pounds of tobacco (inſtead of 40,000 allowed by the act 29 Geo. III, c. 68) to be carried annually from any port of England, where tobacco is allowed to be imported and warehouſed, to the port of Douglas, in Britiſh veſſels of not leſs than fifty tuns, on payment of ſixpence per pound inſtead of the former duty.—The ſame commiſſioners may alſo licence a quantity of wine, not exceeding ſeventy tuns in a year, to be carried from any port whatever to the port of Douglas, in Britiſh veſſels not under fifty tuns burthen, and in caſks containing not leſs than a hogſhead, on payment of an additional duty of eight pounds per tun of 252 gallons. Wine muſt not be carried coaſtways in the iſland in any other than the original packages, nor in veſſels ſmaller than fifty tuns burthen; nor can it be carried by land, except in the original package or in bottles.—The ſame commiſſioners may licence the carriage of live ſheep, not exceeding one hundred in a year, from any port in Great Britain to the ports of Douglas and Ramſay in Mann, under the ſame reſtrictions which regulate the exportation of wool to Guernſey, &c. and ſome additional regulations peculiar to Mann.—The whole duty paid on Britiſh hops is allowed to be drawn back on exportation to Mann: and inſtead of the former duty of two and a half per cent on the value, a duty of one penny farthing is now impoſed on every pound weight of hops landed in the iſland.

Cotton yarn and cotton cloth manufactured in Mann may be imported into Great Britain without paying any duty. No cotton yarn or cotton cloth are allowed to be imported into Mann from any other country than Great Britain.—No bounty is allowed on the exportation of any manufacture of ſilk to Mann.

But, as it may be expedient under certain ſpecial circumſtances to permit, for a limited time, the exportation of a larger quantity of ſome of the above-mentioned articles than is limited by this act, the commiſſioners of the treaſury are empowered to direct the commiſſioners of the cuſtoms in England or Scotland to licence a certain further quantity of particular articles to be carried to the iſland. [*c.* 63]

'Whereas various baſe copper coins, made to the reſemblance and 'ſimilitude of the foreign copper coins called *tempes* and *ſous-marques*, 'have been exported from this kingdom to the iſland of Martinique in 'the Weſt-Indies, under the denomination of wrought copper: and 'whereas baſe coin, made to the ſimilitude and reſemblance of the 'foreign gold and ſilver coins called *johanneſes* and *dollars*, have been 'circulated in his Majeſty's iſlands in the Weſt-Indies, and in other his 'Majeſty's colonies in America, to the great injury of the inhabitants 'of the ſaid iſlands and colonies,' all ſuch counterfeit coins ſhipped for Martinique or any of the Britiſh colonies in the Weſt-Indies or America ſhall be ſeized and forfeited, either in this kingdom or in the place of their arrival, beſides a penalty of £200 and double the value of the coin. [*c.* 67]

The Eaſt-India company having lately imported a large quantity of cinnamon, cloves, nutmegs, and mace, now lying in their warehouſes *, and it being expedient that ſome new proviſion ſhould be made reſpecting ſuch goods, it was enacted, that the duties on cinnamon, cloves, nutmegs, and mace, now in the warehouſes, or hereafter to be imported by the company, ſhould not be payable, till the goods are ſold at the company's public ſales; and that the duties, now payable on the importation of ſuch goods, ſhall then be paid on all cinnamon, &c. ſold for home conſumption; but only two and a half per cent on the value on all that is ſold for exportation, and properly entered and ſecured. [*c.* 68]

The goldſmiths, and others dealing in gold wares, were permitted to uſe gold of the ſtandard of eighteen carats of fine gold in every pound Troye in the manufacture of any article made of gold, ſuch gold being ſtamped with a crown and the figures 18, inſtead of the lion which certifies the ſtandard of twenty-two carats. The companies of goldſmiths

* After the conqueſt of the Dutch iſlands the ſervants of the Eaſt-India company made ſuch large purchaſes of ſpices, that the company were rather burthened with them. Beſides large quantities of cloves, nutmegs, and mace, 1,238,968 pounds of cinnamon were brought home in the later end of the year 1797; and the chairman of the Eaſt-India company in a general court (30th January 1798) ſtated the duties then owing to government for ſpices to be above £300,000. At the ſpring ſale in 1798 the company ſold 350,000 pounds of cinnamon.

in London, Edinburgh, Birmingham, and Sheffield, and the wardens and aſſayers of gold in York, Exeter, Briſtol, Cheſter, Norwich, and Newcaſtle upon Tine, are authorized to aſſay and mark ſuch gold. But gold ware may ſtill be made of the ſtandard of twenty-two carats, and ſtamped, as before, with the figure of the lion. And all gold wares muſt be of the one or the other of theſe ſtandards, and ſtamped accordingly. The act contains ſundry regulations and penalties to prevent counterfeit ſtamps. [*c.* 69]

The artiſts employed in making models and caſts of buſts and other figures in alto and baſſo relievo, finding themſelves injured by the ſale of pirated copies of their works, obtained for themſelves and their aſſigns the excluſive property for fourteen years of all original models and caſts, which muſt be marked with the name of the proprietor and the date of the publication. [*c.* 71]

The ſum of £667,916 : 13 : 4 was raiſed by a lottery of 50,000 tickets at £13 : 17 : 2 each. The ſum deſtined for prizes being £500,000, there remained a profit of £167,916 : 13 : 4. [*c.* 75]

June 28th—For the better protection of the commerce of the country, it was thought prudent to prohibit veſſels from ſailing without convoy, except in certain caſes. The commander of every veſſel ſailing under the protection of a convoy is required to uſe his beſt endeavours to continue with the convoy; and if he ſails without convoy, or wilfully ſeparates from the convoy during the paſſage without leave obtained from the commanding officer of the convoy, he ſhall forfeit £1,000, or, if naval ſtores form any part of his cargo, £1,500. But the courts are authorized to mitigate theſe penalties in their diſcretion, ſo as not to bring them under £50. Moreover, all policies of inſurance, wherein the commander ſailing without convoy, or deſerting convoy, or any perſon intereſted in the veſſel directing, or being inſtrumental in, ſuch deſertion of convoy, is concerned, are declared null and void: and every underwriter making any ſettlement on ſuch a policy ſhall forfeit £200. The officers of the cuſtoms are alſo directed not to clear out any veſſel, till the commander give bond with proper ſecurity not to ſail without convoy, nor to deſert from his convoy at ſea.

Veſſels not required to be regiſtered, veſſels licenced by the admiralty to ſail without convoy, veſſels proceeding with due diligence to join a convoy, veſſels bound to or from Ireland, veſſels bound from any one port to another within Great Britain, veſſels in the ſervice of the Eaſt-India company, veſſels in the ſervice of the Hudſon's-bay company, and all veſſels in ballaſt, are exempted from the obligations and penalties of this act. Neither are veſſels, coming from foreign ports, where no convoy may have been appointed, liable to trouble or cenſure for ſailing without convoy.—Every commander of a merchant veſſel is required to provide the proper flags, vanes, and other articles neceſſary for

making ſignals; to have a board ſtuck up in a convenient part of his veſſel, containing that part of the act, 33 Geo. III, c. 66, for manning the navy, &c. which makes captains of merchant veſſels under convoy liable to be articled in the high court of admiralty for diſobeying ſignals or deſerting convoy; and, in caſe of being boarded by an enemy, to deſtroy all inſtructions relating to the convoy.

In conſideration of the additional protection to be now afforded to the trade, which would admit of a diminution of the premium of inſurance, a new ſet of duties upon tunnage, and upon goods imported and exported, were impoſed, to continue during the war.

All veſſels are to pay for every passage, outward or inward, to or from	per tun.
Ireland, Guernſey, Jerſey, Sark, Alderney, Mann, Greenland fishery	£0 0 6
Continent of Europe, Levant, Africa, America, Southern fishery ..	0 1 0
Cape of Good Hope.....	0 2 6
Any port within the limits of the East-India company.....	0 3 0

Bullion, imported or exported; freſh fiſh, taken and imported in Britiſh veſſels; turbots and lobſters, in any veſſels; grain of all kinds, imported; ſugar, imported from the United ſtates of America and warehouſed, and alſo ſuch warehouſed ſugar when exported; cinnamon, cloves, mace, and nutmegs; furs and ſkins from the Britiſh colonies in America; Spaniſh wool, imported; all goods of the produce or manufacture of Ireland, Guernſey, Jerſey, Alderney, Sark, or Mann, imported directly to Great Britain; all goods whatever, exported to Ireland, or, by licence, to Mann; all cotton yarn, and cotton goods of Britiſh manufacture, exported; all craft, proviſions, clothing, and other articles neceſſary for the Britiſh fiſhery, exported; and all goods imported or exported by the Hudſon's-bay company, are exempted from the new duties. Tobacco, coffee, cacao nuts, and rice warehouſed, are only to pay the duties, if taken out for home conſumption: and the importers of fiſh, oil, and other produce of the Newfoundland fiſhery, may give bond for the exportation of the fiſh, oil, &c. or payment of the duties, within a year.

The following are the principal articles charged with duties on importation.

Foreign linens, ...	to pay for every 120 ells from 1s 4½ to	£0 14 5
Flax undressed	per tun	1 1 0
Hemp undressed	per tun	0 19 3
Indigo of the British colonies	per cwt.	0 15 0
—— of the United states of America. . . .	ditto	0 10 0
—— of any other country	ditto	1 2 6
Dye woods	per tun from 7s 3 to . .	2 8 0
Cotton of Turkey or the United states of America	per cwt.	0 6 6
—— of the British colonies	ditto	0 8 9
—— of any other country	ditto	0 12 6

Cotton imported by the East-India company four per cent. ad valorem.

Wines	per tun of 252 gallons	from £1 : 6 : 6 to	3	18 0
Rum	per 100 gallons		0	15 0
Other spirits	per gallon	from 1½d to	0	0 2¼
Sugar	per cwt.		0	1 10

—— imported by the East-India company, three per cent on the amount of the sales.

Spermaceti oil	per tun of 252 gallons		2	3 10
Oil of whales and other marine animals	ditto	4/3 to	0	16 10
Tobacco	per cwt.		0	2 6

All goods imported by the East-India company, except cotton, coffee, and cacao nuts, three per cent on the amount of the sales.

All goods of the produce or manufacture of Great Britain, except ſugar and thoſe exempted from payment, entered outward for any part of Europe, pay one half per cent on the value; and to all other places, except thoſe within the limits of the Eaſt-India company, two per cent.

Sugar, entered outwards, pays, according to quality, from 1/6½ to 2/3 per hundredweight, or, if imported by the Eaſt-India company, two and a half per cent on the value.

The commencement of this act in regard to veſſels out of Great Britain was fixed as follows.

In Guernsey, Jersey, Alderney, Sark, or Mann	5th August 1798.
All other places in Europe	5th September.
All places in the West-Indies and America	5th October.
All places in Africa and Asia	5th November.

[c. 76]

There being exciſe duties, and alſo cuſtom duties, payable upon different kinds of ſalt, it was thought expedient to put the ſalt duties entirely under the management of the commiſſioners of exciſe, to repeal the whole of the exiſting duties, and to enact the following duties and drawbacks, to take place on the 10th of October 1798.

Duties.

Foreign salt, imported	per bushel of 56 lbs.	£0	13	4
(It must be imported in vessels of at least forty tuns burthen.)				
Salt, or rock salt, made or dug in England and Wales	per bushel of 65 lb.	0	10	0
Do. Do. in Scotland	per bushel of 65 lb.	0	6	6
Glauber or Epsom salt	per bushel of 56 lb.	0	10	0
Mineral alkali or flux for glass, made from rock salt, or brine, or sea water	per tun	1	0	0
Rock salt exported	per bushel of 65 lb.	0	0	1
Salt, carried from Scotland to England coastways, per bushel		0	3	6

(Salt must not be carried by land under penalty of forfeiture of the salt, waggons, horses, &c. and 40/ for every pound of salt, or £100 upon the whole.)

Drawbacks and bounties on exportation.

Salt made in England or Wales, rock salt excepted, per bushel	£0	10	0
Salt made in Scotland, rock salt excepted . . . . . do.	0	6	6
Glauber or Epsom salt . . . . . do.	0	5	0
Dried cod, ling, or hake, measuring at least 14 inches from the bone in the fin to the third joint of the tail . . . . per cwt	0	3	0
Wet cod, ling, or hake . . . . . per barrel of 32 gallons	0	2	0
Salmon . . . . . per barrel of 42 gallons	0	4	6
White herrings . . . . . per barrel of 32 gallons	0	2	8
Full red herrings . . . . . do.	0	1	9
Clean shotten red herrings . . . . . do.	0	1	0
Red sprats . . . . . per last of 10,000 sprats	0	1	0
Pilchards or scads . . . . . per cask of 50 gallons	0	7	0
Beef and pork cured in England or Wales, per barrel of 32 gallons	0	5	0
Beef and pork cured in Scotland with foreign salt, without mixture of British or Irish, ... per barrel of 32 gallons	0	5	0

The barrels, &c. muſt be gauged, and the meaſurement aſcertained by Engliſh wine meaſure. Thoſe containing fiſh muſt alſo be marked with the letters B F (Britiſh fiſhery) and the names of the curers, and the date, branded on a conſpicuous part of the caſk.

Salt for exportation can only be delivered at the works where it is made or refined, and at the export warehouſes for ſalt, licenced by this act to be eſtabliſhed at Briſtol and Liverpool.

On giving bond, and complying with a multitude of reſtrictions, and in ſome caſes obtaining an order from the commiſſioners of the treaſury, ſalt is allowed free from duty for curing fiſh, in the following proportions.

For dried cod	per hundredweight	50 pounds	
wet cod	per barrel of 32 gallons	56	
salmon	do. . . . 42 gallons	36	
white herrings	do. . . . 32 gallons . . .	140	
full red herrings	do. . . . . do.	65	
shotten red herrings . . .	do. . . . . do.	56	
red sprats	last	25	
pilchards or scads	barrel of 50 gallons	280	
mackerel	do. . . 32 gallons	84	

The ſalt, which by being repeatedly applied to the fiſh has become foul, may, *by a warrant from the treaſury* to the commiſſioners of exciſe, be permitted to be ſold for the ſole purpoſe of manuring the ground; but only in ſuch places where foul fiſhery ſalt has heretofore uſually been ſold for that purpoſe.

The duties upon Britiſh ſalt, employed by the bleachers in making oxygenated muriatic acid, are allowed to be drawn back, with a deduction of ſeven and a half per cent, under certain regulations.

The lord mayor and aldermen of London, and the juſtices in general ſeſſions, are required to fix the price of ſalt to be ſold by retail.

The reſt of the act, which conſiſts of 143 ſections, is filled with an almoſt-innumerable variety of reſtrictions, forfeitures, bonds, and pen-

alties, to prevent frauds in digging, boiling, importing, or exporting, ſalt, and in uſing it for curing fiſh or in any manufacture *. [*c.* 89]

May 7th—The company of Britiſh caſt-plate-glaſs manufacturers, incorporated by act 13 Geo. III, c. 38, had brought that branch of manufacture to great perfection; but in ſo doing they had ſunk their own capital of £60,000, and alſo borrowed £67,535: 8: 0 for carrying on their buſineſs, for payment of which they had been compelled to ſell their property to ſome perſons, who carried on the manufacture under the act till its expiration, and afterwards as a private company. The manufacture being beneficial to the public, the preſent proprietors were incorporated for twenty-one years. Their capital is not to exceed £100,000, in which is included that of the former company, now veſted in the new corporation; and they are enabled to hold lands and tenements not exceeding £1,000 per annum, make bye laws, &c. They may diſſolve themſelves at any time, by conſent of a majority holding 700 ſhares, on giving ſix months notice in the gazette. [38 *Geo. III, c.* xvii, *of local and perſonal acts.*]

June 29th—The magiſtrates, truſtees of the docks, ſhip-owners, pariſh officers, and inhabitants of the commercial town of Liverpool, thinking it highly neceſſary for the ſafety and protection of their port, that floating batteries, gun-boats, and other works of defence, ſhould be provided, obtained an act of parliament for raiſing £5,000 to be employed for that purpoſe. [*c.* lxii of *local, &c.*]

Seven acts were paſſed for alterations and additional works on canals, and ſeveral for roads, bridges, and other improvements.

The following accounts, illuſtrative of the affairs of the Eaſt-India company, are extracted from the papers laid before parliament in January 1799.

An Account of the amount of all goods ſold at the Eaſt-India company's ſales, from the 1st of March 1797 to the 1st of March 1798.

	Company's goods.	Private trade goods.	Dutch goods.	Totals.
Teas	£2,460,868	£242,624	£4,210	
Bengal piece goods	651,926	197,602		
Coast and Surat goods	459,548			
China wrought ſilks	2,319			
Raw ſilk	326,909	3,684		
Organzine ſilk	25,573			
China ware	5,043	1,370		
Nankeens	19,895	7,084		
Pepper	235,118			
Saltpetre	120,191	33,527		
Drugs, indigo, ſugar, &c.	383,071	719,010	85,358	
Coffee	18,507		40,110	
Wheat	9,854			£ 129,678
				1,204,901
				4,718,822
				£6,053,401

* There are 20 caſes of forfeiture of ſalt, veſſels, boats, horſes, carts, &c. 13 caſes of giving bonds, and 42 varieties of penalties from £20 to £500, beſides corporal puniſhments; and oaths, certificates, debentures, notices, permits, &c. &c.

An Account of the stock, by computation, of the East-India company (exclusive of their capital stock) from 1st March 1798 to 1st March 1799.

Bonds bearing interest	£1,806,763	Due by government	£1,207,560
Bonds not bearing interest	18,267	Cash for balance 1st March 1798	540,645
Bills of exchange from China	550,175	Goods sold and not paid for	314,600
Ditto from India, &c.	371,015	Board of ordnance for saltpetre	22,500
Ditto on account of India debt	1,091,925	Goods in England unsold	5,022,433
Ditto to creditors of the rajah of Tanjore	92,670	Cargoes from China, not arrived	1,511,029
Customs on goods	739,141	Net balance of quick stock at Bombay in favour of the company	259,027
Bank for a loan on annuities	700,000	Ditto at Madras . . ditto	1,927,270
Ditto for a loan on bond	100,000	Ditto at Bencoolen . . ditto	84,883
Ditto on account of loyalty loan	350,000	Balance at St. Helena	54,248
Ditto for interest on the above	16,500	Cargoes from England, not arrived in India and China at the dates of the several accounts of quick stock	1,477,980
Freight and demurrage	316,000	Exports paid for, exclusive of bullion	391,993
Supercargo's commissions	77,000	Silver in the treasury, paid for	13,083
Proprietors of private trade	182,370	Advanced to owners of ships not arrived	280,571
Owing on account of goods sold under the act 35 Geo. III, c. 80	160,545	Value of shipping and craft, exclusive of those abroad	49,430
Alms-houses at Poplar	76,897	Ditto of the East-India house and warehouses	684,484
Interest on military fund more than applied	26,932	Dead stock in India *	400,000
Ditto on contingent ditto	6,124	Due by government for stores and supplies, about	1,000,000
Owing in the department of shipping, exclusive of exports	107,206	Owing by persons returned from India, and in India	74,937
Owing for exports of former seasons	116,320	Loyalty loan, sold	175,125
Bonds to commanders whose ships are worn out	191,585	Ditto, unsold, and estimated to produce	445,000
Warrants passed the court unpaid	48,400		
Owing for teas returned by buyers, and resold	971		
Owing to contractors for indigo	7,300		
Interest on bonds	66,094		
Dividends on stock	64,494		
Net balance of quick stock in Bengal against the company	2,158,183		
Balance in China against the company	718,945		
Balance of the whole account in favour of the company	5,774,976		
	£15,936,798		£15,936,798

* In this account the article of dead ſtock is valued at £400,000, according to Lord Godolphin's award in the year 1702; whereas the whole money expended in buildings and fortifications for the maintenance of the poſſeſſions in India, and the neareſt eſtimated value of the other articles of dead ſtock, by the lateſt advices from the ſeveral ſettlements (prior to the making up of this account) were as follows.

	Buildings and fortifications.	Plate, houſehold furniture, plantations, veſſels, ſtores, &c.	Totals.
At Bengal	£4,682,366	£503,831	£5,186,197
Fort St. George and ſubordinates	1,685,920	279,382	1,965,302
Bombay and ditto	1,269,010	337,156	1,606,166
Fort Marlburgh and ditto	148,001	20,641	168,642
St. Helena	41,447	57,094	98,541
	£7,826,744	£1,198,104	£9,024,848

Amount of the Company's sales, and of their receipts, charges, and payments, in Great Britain.

Receipts.			
Cash in the treasury 1st March 1797	£333,807	11	11
Company's goods sold	5,946,468	7	11
Board of ordnance for saltpetre	140,114	10	2
Private trade and Dutch goods sold	980,007	5	6
Charges and profit on private trade	115,808	0	4
Customs on ditto	81,418	4	5
Freight on ditto	44,896	13	11
Alms-houses at Poplar	227	15	10
Bank for sundry loans	1,000,000	0	0
Loyalty loan	957,385	0	0
Company's share of the annuities transferred to the bank	36,226	15	10
Bonds issued	1,417,700	0	0
Government for stores and supplies to his Majesty's troops, &c.	530,125	14	7
	£11,584,186	0	5

Payments.			
Customs	£863,151	8	5
Freight and demurrage	1,396,927	14	4
Goods and stores exported	1,100,669	14	7
India debt	502,752	16	3
Bills of exchange from India	233,273	17	0
Ditto from China	665,359	1	4
Bonds to the creditors of the rajah of Tanjore	89,044	11	0
Bullion exported	267,723	6	1
Charges of merchandize, including supercargo's commission, buildings, interest on loans, &c.	556,800	1	4
Indigo contractors	4,694	4	8
Dividends on stock and interest on bonds	679,025	8	7
Bonds paid off	1,150	0	0
Ditto paid in on sales	957,312	10	0
Proprietors of private trade	928,580	12	7
Balances of goods sold under the act 35 Geo. III, c. 80t	529,946	3	11
Buyers of tea returned	62	19	11
Captains of ships worn out	56,841	10	1
Pay to military officers on furlough and retired	25,224	15	8
Bank for sundry loans	550,000	0	0
Loyalty loan	1,635,000	0	0
Balance 1st March 1798	540,645	4	8
	£11,584,186	0	5

April 30th—General Maitland, the Britiſh commander in St. Domingo, entered into a treaty with General Touſſaint L'Ouverture, the French commander in chief, whereby it was agreed, that the Britiſh forces ſhould evacuate Port-au-prince, Saint Marc, and Arcahaye; and that the French general ſhould guarantee the lives and properties of the inhabitants attached to the Britiſh intereſt, who ſhould chuſe to remain in the country. In conſequence of this treaty thoſe French inhabitants, who, dreading to remain behind their protectors, had already ſhipped themſelves onboard the Britiſh veſſels, with the exception of a very few, relanded with their families and moveables, and returned to the enjoyment of their properties.

Touſſaint L'Ouverture, a mulatto, who is ſaid to have been a ſlave before the commencement of the diſturbances in St. Domingo, has by his prudence and great abilities, recovered that noble iſland from a ſtate of ruin, deſolation, and rapine, to a degree of proſperity and tranquillity. He has reſtored order and government in ſubordination to the mother country, by whoſe authority he holds his commiſſion.

The plantations, which were deſtroyed, are re-eſtabliſhed. The Negroes, now free agents, make agreements with the proprietors of plantations to do the work for certain wages, or for a ſtipulated proportion of the crop: and the cultivation of the Weſt-Indies is for the firſt time carried on by the hands of free labourers, who are at liberty to leave their employers at the expiration of the term agreed for, if they find, or ſuppoſe, themſelves ill uſed.

Touſſaint, prudently conſidering the exhauſted ſtate of the iſland, allowed not only the neutral veſſels of the United ſtates of America, but alſo Britiſh veſſels, to have free entry for the purpoſes of commerce, and eſpecially for the importation of proviſions and lumber; a meaſure which was ſanctioned by the approbation of the preſident of the United ſtates, as it has alſo ſince been by that of the king of Great Britain.

June—In the ſhort time ſince the Dutch colonies of Demararay and Iſſequibo fell under the Britiſh dominion, the number of plantations was now increaſed from 156 to 313, and that of the ſlaves from 20,600 to near 35,000.

The exports from theſe colonies within this period were

22,979,219 pounds of coffee,
10,043,486 ——— cotton,
11,936,583 ——— ſugar, and
592,043 gallons of rum.

It is probable that ſmuggling, which by a clandeſtine conveyance eludes the prohibitions, or the payment of duties, impoſed by government on the importation and exportation of merchandize, is co-eval with the impoſition of the prohibitions and duties. It is equally probable that the habits of ſecret combination and dexterous conveyance acquired in the operations of clandeſtine trade, and the relaxation of morals induced by it, have had conſiderable influence in generating, maturing, and diſſeminating, the ſyſtem of depredation, which has grown up in all the crowded ports of the kingdom to ſuch an aſtoniſhing and alarming height.

The port of London, from the prodigious extent of its trade, and the very diſproportionate ſpace allotted upon the ſurface of the water for the accommodation of the ſhipping, barges, and other craft, and upon the land * for the ſtowage of the cargoes dayly arriving from, or ſhipping off to, all parts of the world, and alſo from the facility afforded to the ſecret diſpoſal of merchandize and property of every kind, is peculiarly liable to the depredations of an innumerable hoſt of plunderers, trained up in their nefarious arts with all the regularity and ſyſtem of a diſciplined army, whoſe numbers and ſtratagems have increaſed with the increaſe of the commerce of the river, and eſpecially with the practice of ſending cargoes in lighters to wharfs at the diſtance of ſeveral miles

* See the extent of it in p. 363.

from the diſcharging veſſels, or from the wharfs onboard the loading veſſels, which is one of the conſequences of the overcrowded ſtate of the harbour. Beſides great numbers of lumpers (people chiefly employed in loading and diſcharging veſſels), watermen, journeymen lightermen, journeymen coopers, labourers upon the wharfs, the ſeamen and petty officers, and even the mates * of many veſſels, and alſo ſeveral deſcriptions of the inferior claſſes of the officers of the revenue †, together with the receivers, without whom there can ſcarcely be any thieves, have conſtituted a ſtrong and well-connected band of conſpirators againſt the property of the merchant and the revenue of the ſovereign.

The commerce of Great Britain, and more eſpecialy that of London, have increaſed prodigiouſly ſince the middle of the eighteenth century; and about that time ſeveral unavailing efforts were made to enforce the exiſting laws againſt the plunderers of veſſels and commercial property in the port of London. But the laws were found ineffectual to provide againſt crimes, which had ſprung up after they were enacted: and therefor in the year 1762 a new act (2 Geo. III, c. 28) was paſſed for ſubjecting the people carrying on a petty trade on the river in ſmall boats, called bum-boats, who ſeem to have been then thought the moſt ſuſpicious characters, to regulations, and puniſhment when found offending. But, as it was not the particular duty of any perſon, or board, to attend to the execution of it, the act was allowed to lie dormant fourteen years, before any of its proviſions were carried into effect; and after it began to be enforced, as the ſeverer puniſhments were never inflicted, means were found to make it operate as a licence, rather than a reſtraint, upon depredation ‡; and the ſyſtem of river plunder continued to grow

* The mates claimed, what are called, *the ſweepings of the hold*, being ſuch parts of the cargo as have dropt out of their packages. It is eaſy to conceive, how ſtrongly the mate, whoſe duty it is to take care of the packages, is tempted to deſtroy them for the ſake of increaſing his perquiſite of ſweepings.

The mates of Eaſt-India ſhips are wholely excepted from this charge. Their rank, and generally their education and circumſtances, place them above the temptation of committing ſuch acts of turpitude.

Mr. Colquhoun, to whoſe valuable *Treatiſe upon the commerce and police of the River Thames*, I acknowledge myſelf indebted for all the information upon the important ſubject of the river plunder and his very meritorious inſtitution for the prevention of it, expreſſes a wiſh, in which every wellwiſher to the virtue and happineſs of the people muſt concur with him, that the wages of the officers of merchant veſſels were more adequate to their ſituation, and ſuch as to place them above temptation; and alſo that no perſon were permitted to act as a mate of a veſſel without undergoing an examination before a competent board, and being certified by them to poſſeſs ſufficient nautical ſkill, and to be in other reſpects qualified for ſo important a charge. 'A precaution of this 'kind would preſerve purity of morals, would 'compell men of this deſcription to educate 'themſelves better, and would preſerve in many 'inſtances both the lives of his Majeſty's ſubjects 'and the property of underwriters. The adop- 'tion of this ſyſtem in the Eaſt-India ſervice has 'rendered the commanders and chief officers *the* '*beſt navigators in the world.*'

† Juſtice and candour require that the offences of the delinquent revenue officers ſhould be in a great meaſure imputed to the ruinous effects of the depretiation of money, their *allowance* in nominal money being no more now than when ſuch a ſum was ſufficient to ſupport them.

‡ Though above 2,500 convictions have taken place ſince the act was put in force, it is ſtill nugatory; for the perſons liable to conviction have eſtabliſhed a ſubſcription fund, out of which all penalties and other expenſes are paid, ſo that the convicted criminal pays only his proportion of the penalty in common with his undetected brethren.

with the growth of the commerce it preyed upon, and acquired new improvements and new votaries every year.

In the years 1765 and 1767, and again in the year 1790, the Weſt-India merchants, who were by far the moſt deeply injured by the river plunder *, concurred in drawing up a ſet of regulations to be obſerved by the commanders, officers, and ſeamen, of their veſſels, eſpecially with reſpect to landing the cargo, and alſo for the management of it when landed. But the regulations, though very judicious and proper, were never obſerved: and depredation ſtill continued with a ſwelling tide to overflow and undermine every branch of trade on the river, as will appear by the following

Account of the veſſels employed in the trade of the River Thames, and of the value of the trade, with an eſtimate† of the number of packages and amount of the plunder in each branch of trade, in the year ending 5th January 1798,

Specification of the trades.	Vessels.		Tunnage including their repeated voyages.	Value of imports and exports.	Estimate of the	
	Foreign.	Britiſh.			number of packages out and home.	amount of the plunder.
East Indies	3	50	41,466	£10,502,000	300,000	£25,000
West Indies	11	335	101,484	11,013,000	400,000	232,000
British American colonies	0	68	13,986	1,638,000	65,000	10,000
Africa, and Cape of Good Hope	0	17	4,336	531,000	20,000	2,500
Whale fisheries, northern and southern	0	45	12,230	314,000	20,000	2,000
United states of America	140	0	32,213	5,416,000	260,000	30,000
Mediteranean and Turkey	29	43	14,757	509,000	70,000	7,000
Spain and the Canaries	119	2	16,509	947,000	60,000	10,000
France and Austrian Netherlands	121	1	10,677	1,015,000	20,000	10,000
Portugal and Madeira	55	125	27,670	853,000	50,000	8,000
Holland	329	0	19,166	2,211,000	60,000	10,000
Germany	172	63	37,647	10,672,000	240,000	25,000
Prussia	527	81	56,955	432,000	60,000	10,000
Poland	31	38	17,210	242,000	70,000	5,000
Sweden	100	9	14,252	322,000	50,000	3,000
Denmark	194	8	48,469	806,000	60,000	5,000
Ruſſia	5	225	56,131	2,017,000	150,000	20,000
Guernſey, Jerſey, Alderney, and Mann	4	42	5,344	302,000	15,000	2,000
Ireland	3	273	32,824	2,539,000	160,000	5,000
Coaſting trade	0	6,500	560,000	6,600,000	900,000	20,000
Coal trade	0	3,676	656,000	1,710,000		20,000
	1,843	11,601	1,776,326	60,591,000	3,030,000	461,500
Annual loss in tackle, apparel, and ſtores of 13,444 veſſels						45,000
Total depredations, eſtimated at						506,500

To this amount there may be added a large ſum for the depredations on ſtores belonging to ſhips of war.

* See the ſubſequent account.

† Mr. Colquhoun in his Treatiſe explains the data, upon which his *eſtimate* is founded. The other parts of this account reſt upon official authority, the value being taken agreeable to the the convoy duties. See the *Treatiſe*, *pp.* 21, 23, 154.

At this time the trade of the port of London was more extenſive than it ever was before; and the whole value of the floating property, including the veſſels of every deſcription as well as the cargoes, lying in the courſe of the year expoſed to the pillage of an organized army of plunderers, is calculated to be not leſs than £70,032,989. The Weſt-India produce was now not only greater in quantity, but alſo its nominal value was increaſed by the advance in the price, which rendered the acquiſition of it more deſirable to the plunderers, and the loſs of it more ſevere upon the proprietors. Nor are they the only ſufferers: the revenue ſuffers by the want of the duty on the embezzled goods; and the owners and commanders of the veſſels which carry the cargoes, and the merchants, to whom they are conſigned, are alſo ſufferers in the defalcations of their freights, primages, and commiſſions *.

After the Weſt-India planters and merchants had tried every expedient, and expended large ſums of money in rewards and proſecutions, without any appearance of diminiſhing the evil, Mr. Colquhoun, a magiſtrate diſtinguiſhed by his attention to the police of the metropolis, ſuggeſted to them a ſyſtem of marine police applicable to the peculiar circumſtances of the trade of the River Thames, ‘ *mild in its operations, effective in its* ‘ *reſults, having juſtice and humanity for its baſis, and the general ſecurity* ‘ *of the ſtate and individuals for its ultimate object.*’ The plan, after being approved by ſucceſſive committees and general meetings of the Weſt-India merchants and planters, was ſubmitted to the executive government, who gave it their ſanction, and determined that the public ſhould defray ſome branches of the propoſed expenſe, which altogether is very trifling.

On the 2d of July 1798 the operations of the *Marine police* commenced at an office at Wapping new ſtairs, a ſituation centrical to the trade of the port. The eſtabliſhment conſiſts of

1) a judicial department, wherein the magiſtrates take cogniſance of all offences in veſſels and upon the river or its banks;

2) a marine police, or preventive, department, to which are attached 62 perſons in the capacities of caſhier, ſurveyors, watermen, and guards;

3) a department of lumpers for the purpoſe of diſcharging veſſels under the controul of the marine police, as a further means of pre-

* Among many other inſtances of exceſſive depredation, Mr. Colquhoun mentions one of the enormous quantity of *fifty tuns* of ſugar, *three whole puncheons* of rum, beſides 300 gallons pumped out of different caſks, and a large quantity of coffee, which were proved to have been plundered out of one Jamaica ſhip in March 1794, the loſs of all which was thrown upon the underwriters. Rum is a very deſirable article, and it is alſo peculiarly liable to depredation. Canvaſs bags, liable to be cut open by the knife of any vagrant thief lounging about the wharf, afford but a poor protection to coffee. Weſt-India woods, conſiſting of innumerable pieces, are generally ſtolen, in every ſtage of their long and tedious progreſs, to a prodigious extent, whereof I myſelf could produce an inſtance, far beyond the uſual limits of wood plunder, which would make ſome people, who pretend to be very much above being capable of ſuch baſeneſs, look very black.

venting plunder, to which there belong, beſides the ſuperintendant and clerks, 80 ſworn maſter lumpers, and 820 regiſtered working lumpers, to be employed in unloading veſſels on the application of the owners at the office;

and 4) a general department for the accounts, &c. under the direction of the magiſtrates.

To theſe may be added 220 ſhip-conſtables, paid by the veſſels on which they are employed, inſtead of the former inefficient watchmen; and the lumpers, who come in place of the former uncontrouled ones, being alſo paid by the veſſels, neither of theſe claſſes conſtitute any new charge upon the trade or upon the public.

The whole eſtabliſhment conſiſts of 1,200 people, whoſe vigilance is oppoſed to the formidable army of depredators, eſtimated by Mr. Colquhoun to be about 11,000 of all deſcriptions, inured to habits of depravity, and long exerciſed in all the arts of villainy.

Though this eſtabliſhment is yet in its infancy, it has been aſtoniſhingly efficient in breaking down that formidable conſpiracy, which for half a century has waged dayly and nightly war with impunity againſt the prodigious maſs of property conſtantly in motion upon the river: and it has been conducted with the moſt benevolent intentions to the offenders themſelves, the object being to render puniſhment unneceſſary by depriving them of the opportunity of committing crimes. In the Weſt-India trade, which has hitherto chiefly benefited by it, the ſaving to the planters and merchants in ſugar, rum, coffee, cotton, and other produce, muſt have been above £100,000 a-year, beſides the ſaving to the ſhip-owners of the freight, and to the revenue of all the duties, to the amount of about £50,000 a-year, upon the quantity of goods which uſed to be ſtolen: and there is good reaſon to believe, that the plunder of Weſt-India produce on the river from July 1798 to March 1799 did not amount to *one fiftieth part* of what it uſed to be in former years. But the preventive powers of the eſtabliſhment have not been entirely confined to the hoſt of plunderers, againſt whom they were originally directed; they have alſo, beyond expectation, extended to the ſmugglers, who have openly declared, '*that their trade has been more cut up by the marine police than by the whole combined efforts of the revenue officers.*' And thus does the revenue reap a double advantage by an inſtitution, which has coſt the government only £2,350 a-year.

Strange as it may appear, ſome owners of veſſels have neglected to avail themſelves of the protection offered by the marine police to their property, not only in their freights, but alſo in the rigging and ſtores of their veſſels. The magiſtrates of the police, nevertheleſs, ordered their officers, when patroling the river, to watch the unprotected veſſels and ſearch the lumpers employed on them, in conſequence of which near two hundred were impriſoned or fined for petty offences, and fourteen were put upon trials for higher crimes.

It is devoutly to be wiſhed, that an inſtitution, ſo eminently beneficial to the public revenue, to the commercial intereſt which is the great ſupport of the revenue, and to the morals of the lower claſs of the people, may, as far as circumſtances will permit, be extended to every conſiderable and thronged port in the kingdom.

The flames of war were now kindled in almoſt every kingdom and ſtate of Europe. Already had a Ruſſian fleet joined a Britiſh fleet in the North ſea to act againſt the Dutch. A Swediſh frigate, and a fleet of merchant ſhips loaded with naval ſtores under her convoy, were detained, and brought into a Britiſh port. The iſland of Malta, which had maintained its petty ſovereignty above two centuries, together with its dependent iſland of Gozo, ſunk under the arms of the French general, Buonaparte, in his paſſage to Egypt (June 11th). The Grand Turk, ſtruck with aſtoniſhment at the convulſions of Chriſtendom, did not know, whether he ſhould liſten to the propoſals of the French for co-operation, or take up arms againſt their encroachments. In the weſtern hemiſphere the United ſtates of America, provoked by the captures of their veſſels, fitted out ſome ſhips of war for the protection of their trade, one of which took a French privateer ſchooner of twelve guns near Egg-harbour, which was the firſt actual hoſtility in retaliation of the many loſſes they had ſuffered from the French. In addition to the fleet fitted out by authority of congreſs at the national expenſe, the merchants of Philadelphia undertook to furniſh a ſhip of forty-four guns; and thoſe of Boſton, New York, Baltimore, Richmond, Alexandria, Norfolk, Charleſton, and moſt of the conſiderable towns of the United ſtates, made contributions for ſimilar purpoſes.

The French army, commanded by the renowned General Buonaparte, proceeded from Malta for Egypt, and was ſuppoſed to be deſtined to penetrate from thence by the Red ſea to India in order to act in conjunction with Tippoo Saib, the ſultan of Myſore, and to ruin the Britiſh commerce in that quarter of the world, which the French conceived to be the great ſupport of the proſperity of this country, and the principal fountain of the ſupplies for carrying on the war againſt them. Admiral Nelſon had been detached with a conſiderable ſquadron from the fleet before Cadiz to attack them on their paſſage: but having arrived on the coaſt of Egypt before them, he went to look for them elſewhere. In the meantime the French fleet arrived at Alexandria, and Buonaparte took poſſeſſion of the poor remains of that antient commercial capital of the world (July 5th), whence he proceeded to reduce the reſt of Egypt.

The French tranſports, after landing the army, were ſecured within the harbour of Alexandria; and the fleet, conſiſting of thirteen ſhips of the line and four large frigates, were anchored in the Bay of Aboukir in a line of battle, one ſide, as was ſuppoſed, ſufficiently guarded by the land, and the other ſide flanked by numerous gun-boats and a battery on a ſmall iſland. Nelſon's force conſiſted of fourteen ſhips of 74

guns, and a brig of 14. Contrary to the expectation of the French admiral, about one half of the Britiſh ſhips got between him and the land, and attacked the unguarded and lumbered ſides of his ſhips, which were thus placed between two fires (Auguſt 1ſt). The battle was long and deſperate. The French admiral ſhip of 120 guns was blown up; a ſhip of 74, and a frigate of 36 guns, were burnt; a frigate of 36 was ſunk; two ſhips of 80, and ſeven of 74, were taken; and of all the fleet only one ſhip of 80, one of 74 guns, and two frigates of 48 and 44 guns, eſcaped.

In conſequence of this ſplendid victory the Britiſh admiral was loaded with honours and riches *.

As ſoon as the news arrived in London, the underwriters at Lloyd's, a ſociety not incorporated, nor in any way ſupported by, or connected with, government, immediately ſubſcribed a handſome ſum for the relief of the widows of thoſe brave men who had fallen in the engagement; and the ſame generous ſpirit pervading the whole community, the contributions for that benevolent purpoſe, received at Lloyd's, amounted to £32,423: 19: 9. It is proper to notice here, once for all, that ſuch ſubſcriptions are made by the merchants, traders, and others, in conſequence of every diſtinguiſhed naval battle.

The navies of all the hoſtile powers were now almoſt completely annihilated: and thenceforth the Britiſh commercial ſhipping enjoyed, almoſt without competition, the undiſturbed navigation of every part of the Ocean.

Marſhal O'Neil, governor of the Spaniſh province of Yucatan, with a flotilla of thirty-one armed veſſels, carrying 2,000 ſoldiers and 500 ſeamen, made an attack (or rather attempted to make an attack) upon the ſettlements of the Britiſh wood-cutters on the Bay of Honduras. His arrival being expected, the ſettlers were tolerably well prepared for him: a fleet of gun-boats was in readineſs, manned by the crews of the merchant veſſels and volunteers of the colony, who, with the aſſiſtance of Captain Moſs in the Merlin ſloop of war, bravely repulſed, and completely baffled, every attempt of the enemy; who, after hanging upon the coaſt from the 3d to the 16th of September, without being able to effect a landing, or having hurt a ſingle man of the ſettlers or the ſeamen, or having even done any damage to their veſſels or other property, moved off with his whole fleet.

The diſaffected party in Ireland, called United Iriſhmen, who had for ſeveral years been growing up into ſtrength, and had actually entered into an alliance with the government of France, broke out in open rebellion in many parts of the country in the ſpring of this year: but

* His own ſovereign created him Lord Nelſon of the Nile, and compoſed a coat of arms for him. The Britiſh and Iriſh parliaments, and the Eaſt-India company, beſtowed penſions and capital ſums: the king of Naples made him a duke, and gave him an eſtate in Sicily: and the Turkiſh emperor ſent him magnificent preſents.

they were almoſt completely ſuppreſſed in the courſe of the ſummer. The inſurrection, as might be expected, was attended with the moſt ruinous conſequences to the agriculture, the manufactures, and the commerce, of that kingdom. In many whole diſtricts the farmers, from alarm or diſaffection, deſerted their farms, ſome of which were abandoned by every human creature; and conſequently nothing was produced upon them: the manufactories were in like manner deſerted, or were deſtroyed by the inſurgents: and commerce, deprived of theſe principal ſupports, was neceſſarily at a ſtand.

November 15th—The Spaniſh iſland of Minorca ſurrendered to the Britiſh forces, commanded by General Stuart and Commodore Duckworth, without the loſs of a ſingle man.

The price of flour being very high in proportion to the price of grain, whereby bread was kept up greatly above its real value, a ſociety of gentlemen in Kent ſet up a windmill to grind for the neighbourhood, where every one might have his own wheat ground, and, if he choſe it, in his own ſight, on paying four pence per buſhel, with an allowance of only half a pound for waſte. The beneficial conſequences of this undertaking extended beyond the expected, or propoſed, ſphere of its action, for the millers immediately lowered their charge to one half; which did not, however, prevent the mill from going on, and even making a profit ſufficient to reimburſe the benevolent ſubſcribers in a very ſhort time. A ſociety of ladies in another part of Kent immediately followed this truely patriotic example.

Captain Schank, whoſe improvement of ſliding keels for veſſels has been already noticed, (ſee p. 211) was the author of a plan for enabling every boat belonging to a merchant veſſel, every river lighter, barge, ſcow, and keel, to carry one great gun, to be fired in every direction by means of a ſlide reaching from ſtem to ſtern of the boat. In caſe of a number of merchant veſſels being attacked by a privateer in light winds or a calm, the fleet of boats, armed in this manner, which they could ſit out againſt her in twenty minutes, would have a prodigious advantage in moving more rapidly with their light oars than ſhe could do with her heavy ſweeps, and could chuſe their point of attack with ſuch effect as to make her glad to eſcape from ſuch a ſwarm of unexpectedly-powerful antagoniſts *.

The ſcheme of turning the whole boats all-along the coaſt inſtantaneouſly into occaſional floating batteries, combined with the ſervices of the gentlemen, ſeamen, carpenters, and other inhabitants of the coaſts, who were trained to the uſe of great guns from a ſuggeſtion of the ſame gentleman, was pronounced to conſtitute 'a wonderfully efficacious mode of defence' for the country, at this time threatened with an invaſion from France.

* If Cook's and De Langle's boats had been ſo armed, thoſe illuſtrious navigators would not have loſt their lives as they did.

The ſame ingenious officer alſo invented a gun-carriage with an inclined plane, whereby the weight of the gun itſelf is employed to counteract the ſtrain and ſhock of the recoil; and alſo a method of fixing the gun carriages upon ſlides, ſo as to fight them upon either ſide; whereby a merchant veſſel carrying eight guns may be rendered equal to another of ſixteen in capacity to defend herſelf and the property on-board. Indeed the very appearance of eight guns on a ſide may in many caſes deterr a cruiſer, who would eagerly fly to take poſſeſſion of a veſſel ſhowing only four.

His plans for floating batteries conſtructed upon caſks, which may alſo ſerve for temporary wharfs; his exertions for the defence of the harbours and the coaſts, his hints for the improvement of the fiſheries; and, above all, his plan for manning the navy without the expenſe, the enormities, the diſeaſes, and mortality, of preſſing, and confinement in tenders, which would be a prodigious relief to the commerce and navigation of the country, and would diſpatch the outfit of the fleets with promptitude and alacrity, entitle Captain Schank to the laſting gratitude of a nation who deſire to unite warlike with commercial pre-eminence.

Mr. Gearſon of York in Pennſylvania received from the American government a patent for an invention of great importance to all perſons concerned with ſhipping, by means of which a veſſel, with her bottom ſo broken that the ordinary pumps would be incapable to preſerve her one hour from going down, can be kept perfectly buoyant for any length of time, and cannot be overſet by any gale of wind, though under a preſs of ſail.

December 17th—An act, for continuing the duties on penſions, offices, and perſonal eſtates, contains a ſection for continuing the duties impoſed on ſugar by the acts of 27, 34, and 37 Geo. III, the exciſe duties on malt by an act 27 Geo. III, and the exciſe duties on tobacco and ſnuff by an act 29 Geo. III, till the 25th of March 1800. [39 *Geo. III, c.* 3]

December 22d—Three millions were raiſed for the public ſervice by a loan, the ſubſcribers to which received £100 in the three-per-cent conſolidated fund, and £87 : 9 : 6 in the three-per-cent reduced fund, for every £100 paid in. [*c* 7] The capital of the debt thus created amounted to £3,000,000 in the conſolidated, and £2,624,250 in the reduced fund.

In the courſe of this year the following veſſels paſſed the Sound,

British	3,313	Hamburgh	44	Ruſſian	13	Totals.	
Swedish	2,120	Oldenburg	55	American	120		
Danish	1,825	Bremen	96	Portuguese	12		
Pruſſian	1,621	Roſtock	103	Dutch, French, and			
Papenberg	147	Lubeck	39	Spaniſh, *none.*			
	9,026		337		145		9,508

It has already been obſerved, that Hamburgh was getting the aſcendant over Amſterdam, which had for a long time been the firſt commercial

city in Europe. The preſent war has greatly depreſſed, or rather almoſt annihilated, the declining commerce of Amſterdam, and has prodigiouſly augmented the advantages and commercial proſperity of Hamburgh, which has become the emporium of all the middle parts of Europe, eſpecially for Weſt-India produce and Britiſh manufactures. This year 2,148 veſſels entered the port, whereof there were 198 from London, 80 from Newcaſtle, and 132 from other Britiſh ports, 117 from Amſterdam, 51 from Bourdeaux, 3 from Cadiz, 71 from Ruſſia, 2 from China, and 149 from the United ſtates of America. Of the veſſels which ſailed out of the port, there were 17 for the Greenland fiſhery, which made ſucceſsful voyages.

Among the imports of Hamburgh in the courſe of the year, the articles of ſugar and coffee are the moſt conſiderable. Of the former the quantity was 98,000,000 of pounds, moſtly from the Britiſh dominions and the United ſtates of America; of the later 46,000,000 of pounds, whereof there were

from London . . 4,568,000,	from New York . . 4,182,000,	and from the island
Liverpool . 10,073,000;	Philadelphia . 5,773,000,	of S^{t}. Thomas . 4,162,000
	Baltimore . . 8,965,000;	

Bremen alſo enjoys a ſhare, though much ſmaller than that of Hamburgh, of the trade, which the war has turned out of its uſual channel.

December—By an account of the value of the various articles exported from England in the three quarters ending 10th October 1797, and in thoſe ending 10th October 1798, made up by the inſpector-general of the cuſtoms by order of the houſe of commons, ſome of the chief of them were as follows.

	Three quarters of 1797.		Three quarters of 1798.	
	To all countries, except India and China.	To India and China.	To all countries, except India and China.	To India and China.
British merchandize.				
Woolen goods	£3,571,683	£405,759	£4,625,109	£351,193
Cotton goods, except muslins .	1,586,644	1,887	1,724,045	5,262
Linens, including sail-cloth and muslins	465,203	6,822	867,687	12,861
Iron, wrought and unwrought .	549,441	137,304	654,931	88,681
Sugar, refined	359,243	361	303,704	630
Coals	343,995	676	355,397	264
Silk goods	265,563	1,909	192,331	2,199
Copper, wrought and unwrought	129,678	137,304	144,611	116,961
Brass wrought, and brass wire .	56,372	108,315	75,968	76,500
Printed books *	5,902	6,182	11,073	4,484
Foreign merchandize †.				
Coffee	2,973,824		4,323,459	
India piece goods	2,369,083		1,839,881	
Sugar	942,984		1,020,781	
Indigo	532,663		247,966	
Linens, including Irish	216,781		362,338	
Tea	215,341		313,692	
Tobacco	211,737		177,607	
Pepper	118,612		271,144	
Rum	106,066		46,698	

* So large a proportion of the books being for India and China is much to the honour of the Britiſh gentlemen eſtabliſhed there, who are the only readers of them.

† The exports of foreign merchandize to India are not diſtinguiſhed. But ſcarcely any of them except linens, can be wanted in India.

This ſtatement is according to the cuſtom-houſe valuation, eſtabliſhed above a century ago, which differs from the value declared by the exporters, in the ſeveral proportions expreſſed in the following

List of the principal articles of British manufactures exported, with the rate per cent, which the value declared by the exporters exceeds the estimates, by which they are valued in the books of the inspector-general of the customs *.

	Excess per cent,		Excess per cent,
Apothecary's ware	333	Hats of felt	116
Beer	106	Horses	108
Books	447	Iron, wrought	103
Brass, wrought	158	Lead	53
Candles of tallow	58	Leather, tanned	283
Chariots	131	—— wrought	60
Coaches	158	Melasses	75
Copper, wrought	19	Pictures or prints	6,053
—— unwrought	1,409	Pewter	58
Cordage	61	Provisions, cheese	108
Coarse glass and earthen ware	334	Silk, wrought	113
Glass for windows	207	—— sewing	54
—— white flint	426	Tin	10
Gun-powder	106	Woolen goods	38
Haberdashery	1,147		

The custom-house valuation of the following articles is above their declared value, viz.

Hats of beaver	10	Linen, checked	6
Linen, plain, for bounty	13	Sail-cloth	38

The importation of sugar and rum in the course of this year was great beyond all preceding ones, as appears by

An account of the quantity of British-plantation sugar and rum imported and exported between 5th January 1798 *and 5th January* 1799, *with the duties received, and drawbacks and bounties paid thereon.*

IMPORTED from	SUGAR. Cwt.	qrs.	lbs.	Duty.	RUM. Gallons.	Duty.
Antigua	86,822	2	6		180,336	
Barbados	159,969	1	20		75,335	
Dominica	49,294	3	27		53,727	
Grenada	107,641	3	5		117,530	
Jamaica	1,187,404	0	21		2,948,644	
Montserrat	34,674	1	1		65,137	
Nevis	46,379	3	13		58,296	
St. Christophers	100,142	0	0		170,571	
St. Vincent	145,534	1	23		142,385	
Tortola	37,081	2	11		53,095	
Martinique	218,380	3	22		13,508	
Demararay	30,244	2	11		58,671	
Trinidad	29,972	0	4		3,803	
St. Domingo	24,534	3	1		369	
Tobago	103,637	2	11		254,786	
Total	2,361,715	0	8	£2,070,377 2 7	4,196,193	£95,996 6 5
EXPORTED.	Cwt.	qrs.	lbs.	Drawback, &c.	Gallons	Drawback.
Sugar	532,399	1	23	£305,354 3 2	Rum 333,093	£5,866 10 0
Refined sugar	238,440	1	2	216,659 15 9		

* Mr. Irving, the inſpector-general, annexed the following explanatory note of the mode by which the above rates are obtained.

'The quantities exported to every part of the world, with 'the declared values by the merchants exporters, are extracted from the bills of entry, and upon the ſame quantities the values are caſt agreeably to the ancient rates, 'by which the manufactures of this kingdom exported have

The following is an Account of the veſſels belonging to the Britiſh dominions, with their regiſtered tunnage and uſual number of men, on the 30th of September 1798.

	Veſſels.	Tuns.	Men.
England	11,275	1,287,384	95,303
Scotland	1,976	141,472	11,935
Ireland	1,025	49,988	4,919
Colonies	2,664	172,481	14,872
Guernsey, Jersey, &c.	137	10,233	1,533
Mann	218	4,923	984
Total	17,295	1,666,481	129,546

There were built and registered in the several ports in the British dominions, in the course of this year,

833 veſſels measuring 89,319 tuns.

The net revenue of the customs, paid into the exchequer in the course of this year, was

from the custom-house in London	£5,292,775	0	0
from the custom-house in Edinburgh	277,900	0	0
the West-India duty of four and a half per cent	28,412	7	3
Total net revenue of the customs of Great Britain	£5,599,087	7	3

There were coined in the mint, in the course of this year,

63,510 pounds of gold, value	£2,967,504	15	0

and no silver.

According to an account made up at the bank of England, the average amount of the bank notes in circulation, during each quarter of this year, was as follows.

	Notes of £5 and upwards.	Notes of £2 and £1.
from 25th December to 25th March	£11,385,180	£1,658,300
25th March . . . 25th June	11,290,610	1,983,330
25th June . . . . 25th September	10,294,150	1,821,490
25th September . 25th December	10,711,690	1,730,380

‘ have been eſtimated in the books of the inſpector-general ‘ for upwards of a century paſt; from whence it will ap- ‘ pear, in what proportion the value, as now ſtated by the ‘ declaration of the exporter, differs from the eſtimated ‘ value, on which the accounts have been heretofore aſ- ‘ certained.

‘ By thus extracting the entries of the quantity and ‘ declared value exported to every country, the true aver- ‘ age value is aſcertained, particularly on thoſe articles, ‘ which, though claſſed under one general head, vary ‘ materially in the conſtituent parts in quality and price, ‘ ſuch as in wrought iron, from the fineſt article of poliſh- ‘ ed ſteel to the ploughſhare, &c.’

The official value of the imports and exports of Great Britain during the year 1798 was as follows.

Countries, &c.	Imported into ENGLAND.	Imported into SCOTLAND.	Exported from ENGLAND. British merchandize.	Exported from ENGLAND. Foreign merchandize.	Exported from ENGLAND. Total.	Exported from SCOTLAND. British merchandize.	Exported from SCOTLAND. Foreign merchandize.	Exported from SCOTLAND. Total.
Denmark and Norway	£129,310 10 4	£46,898 7 0	£180,340 4 11	£355,730 17 5	£536,071 2 4	£12,781 15 5	£697 7 11	£13,479 3 4
Russia	1,911,509 14 9	505,319 6 10	350,702 12 7	311,410 7 4	662,112 19 11	29,365 12 7	301 7 11	29,667 0 6
Sweden	226,910 8 11	39,093 3 10	19,173 8 1	25,063 11 7	44,236 19 8	5,634 2 10	2,847 2 11	8,481 5 9
Poland	187,480 16 2	15,081 6 5	22,318 7 9	45,908 15 8	68,227 3 5	13 0 6	.. ..	13 0 6
Prussia	693,259 7 9	72,534 18 8	150,979 8 7	260,857 4 0	411,836 12 7	6,907 6 6	2 0 0	6,909 6 6
Germany	2,003,079 8 8	88,752 16 3	1,950,363 4 10	8,552,884 15 1	10,503,247 19 11	92,411 12 8	93,806 9 1	186,218 1 9
Holland	481,409 9 6	112,694 14 6	6,297 14 3	931,805 2 8	938,102 16 11			
Flanders	14,643 3 2	.. ..	.. ..	16,684 5 0	16,684 5 0			
France	20,885 3 9	.. ..	26 1 8	4,455 4 7	4,481 6 3			
Portugal	645,665 3 6	54,718 7 11	627,432 16 2	114,801 18 1	742,234 14 3	5,603 10 5	3,080 1 6	8,683 11 11
Madeira	4,178 1 3	158 8 7	149,253 14 8	24,571 11 4	173,825 6 0			
Spain	325,043 10 7	.. ..	.. ..	. . . . .	. . . . .	363 15 0	.. ..	363 15 0
Canaries	28,854 0 9	.. ..	23 11 0	. . . . .	23 11 0			
Straits	3,091 7 10							
Gibraltar	33,126 10 5	.. ..	142,793 18 2	57,117 18 1	199,911 16 3	1,928 6 3	649 12 6	2,577 18 9
Italy	128,400 1 6	.. ..	168,954 2 2	38,093 14 4	207,047 16 6	8,874 0 8	.. ..	2,874 0 8
Venice	17,040 3 11	.. ..	6,247 13 1	. . . . .	6,247 13 1			
Turkey	42,285 3 9	.. ..	42,860 1 9	19,308 3 4	62,168 5 1			
Ireland	2,349,082 16 2	386,603 14 5	1,491,621 5 8	1,210,525 4 10	2,702,146 10 6	166,332 18 5	105,883 14 8	272,216 13 1
Mann	49,512 11 10	423 19 3	29,342 10 9	17,540 19 2	46,883 9 11	1,071 3 5	.. ..	1,071 3 5
Guernsey, &c.	149,098 15 0	7,800 10 6	143,458 4 5	43,848 12 3	187,306 16 8	2,337 4 7	106 6 0	2,443 10 7
Greenland	110,388 1 5	18,773 15 3	92 17 4	691 4 0	784 1 4			
America. United states	1,627,710 12 4	155,009 10 6	4,949,014 14 11	257,588 6 8	5,206,603 1 7	364,054 2 4	9,712 19 3	373,767 1 7
America. British colonies	273,010 15 7	42,781 11 5	974,587 12 4	156,009 17 11	1,130,588 10 3	192,151 9 4	44,158 16 5	236,310 5 9
West Indies. British	6,033,627 3 11	357,031 12 10	4,977,545 11 8	606,142 16 9	5,583,688 8 5	483,858 10 11	34,262 12 1	518,121 3 0
West Indies. Foreign	186,789 4 1	.. ..	44,162 15 9	6,279 5 6	50,442 1 3			
Asia	7,626,930 6 9	.. ..	1,093,978 9 9	51,757 0 8	1,145,735 10 5			
New Holland	. . . . .	.. ..	26 5 3	206 11 11	232 17 2			
Africa	60,448 1 8	51 19 10	609,691 2 0	502,481 13 2	1,112,172 15 2			
Cape of Good Hope	1,473 10 6	.. ..	163,913 16 3	6,708 0 8	170,621 16 11			
Sierra Leona	7,787 12 4	.. ..	3,621 3 2	5,293 1 8	8,914 4 10			
Prize goods	582,129 6 7							
Totals	25,954,161 4 8	1,903,728 4 0	18,298,814 8 11	13,623,766 3 8	31,922,580 12 7	1,373,688 11 10	295,508 10 3	1,669,197 2 1

Summary.

		British merchandize.	Foreign merchandize.	Totals.
Imports of England	£25,954,161 4 8			
Imports of Scotland	1,903,728 4 0			
	£27,857,889 8 8			
Exports of England		£18,298,814 8 11	£13,623,766 3 8	£31,922,580 12 7
Exports of Scotland		1,373,688 11 10	295,508 10 3	1,669,197 2 1
		£19,672,503 0 9	£13,919,274 13 11	£33,591,777 14 8

From the declarations of value made by the exporters in virtue of the convoy act, and from a careful calculation of the articles exempted from the convoy duty, Mr. Irving, the inspector-general, stated to parliament the real marketable value of the *British merchandize* exported in this year at £33,148,682, a sum almost equal to the official value of the whole exports.

The following is an Account of the number of veſſels with their tunnage and men, including their repeated voyages, which entered inward, and cleared outward, in the ports of Great Britain, during the year 1798.

ENGLAND.												Countries, &c. from and to.	SCOTLAND.											
Inward.						Outward.							Inward.						Outward.					
British.			Foreign.			British.			Foreign.				British.			Foreign.			British.			Foreign.		
Veſſels.	*Tuns.*	*Men.*	*Veſſels.*	*Tuns.*	*Men.*	*Veſſels.*	*Tuns.*	*Men.*	*Veſſels.*	*Tuns.*	*Men.*		*Veſſels.*	*Tuns.*	*Men.*	*Ves.*	*Tuns.*	*Men.*	*Veſſels.*	*Tuns.*	*Men.*	*Ves.*	*Tuns.*	*Men.*
118	11,746	872	590	109,150	6,083	320	53,433	2,909	456	77,773	4,370	Denmark & Norway	40	3,642	201	187	21,885	1,542	89	10,843	597	92	12,202	827
593	146,850	6,330	..	. . .	. .	403	102,740	4,625	11	1,536	94	Ruſſia	229	31,308	1,698	2	494	21	112	16,272	888	3	470	22
7	1,166	57	..	. . .	. .	3	629	31				Courland												
83	18,596	813	..	. . .	. .	45	10,491	482				Livonia												
74	10,936	548	141	23,180	1,326	79	12,884	639	103	18,347	995	Sweden	47	3,725	248	2	153	11	49	4,634	30			
16	2,880	143	1	120	10	16	3,646	170	1	170	10	Poland	25	2,614	146	..	. .	. .	8	970	50			
390	84,800	3,777	975	92,935	4,613	196	43,258	2,032	1,041	98,145	5,261	Pruſſia	131	22,894	1,115	6	929	48	27	4,546	231	22	2,487	136
120	22,830	977	25	5,722	252	26	5,236	248	13	3,024	157	Dantzik	3	261	18	..	. .		3	281	20			
163	23,662	1,593	64	6,520	388	276	47,793	2,437	67	8,204	493	Germany	54	5,504	318	3	177	13	77	7,803	452	4	259	19
27	4,096	197	4	583	27	81	13,915	711	27	2,807	160	Bremen												
191	32,349	1,564	46	8,542	387	292	51,656	2,622	116	22,287	1,086	Hamburgh	..	. . .	..	..	. .	.	2	183	11			
2	186	16	292	21,997	1,372	2	174	10	125	10,184	644	Holland	..	. . .	..	56	4,846	260	..	. . .				
1	291	17	15	1,059	75	..	. . . .	..	1	15	4	Flanders	..	. . .	..	1	80	5	..	. . .				
2	121	10	97	6,108	562	..	. . . .	..	74	2,930	392	France												
241	41,464	2,271	61	6,778	448	209	30,876	1,764	69	12,944	710	Portugal												
11	1,017	62	13	1,466	78	15	1,037	89	8	979	60	Azores	24	3,176	196	..	. .	..	20	2,756	192			
3	421	27	2	186	15	7	970	71	11	2,632	212	Madeira												
3	528	28	107	17,200	929	1	50	4	36	6,073	356	Spain												
..	.. ..	..	12	1,910	114							Canaries												
23	4,730	248	1	80	7	42	6,057	418	2	228	45	Straits and Gibraltar	..	. . .	..	..	..	..	6	509	40			
2	568	52	10	1,856	97	16	2,367	258	13	2,558	139	Italy												
..	.. ..	..	2	300	19							Genoa												
1	204	26	13	2,225	128	5	933	88	8	1,335	81	Leghorn												
1	140	29	5	620	45	1	309	18	2	286	22	Naples												
1	152	9	16	2,468	149	..	.. ..	..	1	132	8	Sicily												
..	.. ..	..	3	390	24							Sardinia												
..	.. ..	..	3	520	26	2	255	21	1	316	15	Venice												
1	570	59	8	1,340	87	3	1,511	144	3	524	36	Turkey												
..	.. ..	..	..	. . .	. .	..	. . . .	..	1	180	11	Ragusa												
4,069	394,126	22,240	18	3,157	166	4,620	413,680	23,095				Ireland	1,141	67,509	5,231	..	. .	..	1,294	77,153	5,960			
202	8,687	651	..	. . .	. .	258	10,626	774	1	195	12	Mann	14	271	31	..	. .	..	13	436	39			
377	26,053	1,804	3	805	46	552	35,180	2,500	2	175	13	Guernsey, &c.	7	522	31	..	. .	..	8	606	38			
60	17,189	2,399	..	. . .	. .	56	16,140	2,276				Greenland	9	2,315	309	..	. .	..	10	2,614	357			
18	4,481	348	..	. . .	. .	34	9,143	772				Southern fiſhery												
18	4,085	267	297	67,887	3,427	29	6,439	477	296	68,999	3,887	America. United ſtates	13	2,183	143	24	5,492	282	8	1,478	126	24	5,169	276
115	17,135	1,067	..	. . .	. .	205	27,286	1,980				America. Brit. colonies	25	4,142	245	..	. .	..	44	7,762	625			
3	777	78	..	. . .	. .	3	850	90				America. Hudſon's bay												
2	378	25										America. Honduras												
457	128,275	8,107	..	. . .	. .	446	124,541	8,974				Weſt-Indies. Britiſh	55	10,566	765	..	. .	..	62	12,919	1,143			
198	44,216	3,172	1	200	10	229	50,632	4,380				Weſt-Indies. Conquered	18	2,996	225	..	. .	..	25	3,852	363			
14	3,063	409	2	522	25	2	358	19	2	495	29	Weſt-Indies. Foreign												
72	63,880	6,777	..	. . .	. .	43	35,543	3,719				Aſia												
..	.. ..	..	..	. . .	. .	2	825	59				New Holland												
14	1,813	205	4	430	27	176	39,310	6,223	7	755	53	Africa												
7	750	42	..	. . .	. .	5	508	35	1	340	16	Barbary												
2	305	24	..	. . .	. .	8	2,268	175	1	564	64	Cape of Good Hope												
7,702	1,125,516	67,540	2,831	385,972	20,962	8,708	1,163,534	75,339	2,500	345,132	19,435		1,835	163,628	10,917	281	34,056	2,182	1,857	155,617	11,433	145	20,587	1,280

1799, January 4th—The acts 35 Geo. III, cc. 15, 80, and 36 Geo. III, c. 76, respecting the importation of Dutch property, and the act 37 Geo. III, c. 21, empowering the king to regulate the trade at the Cape of Good Hope, were continued till six weeks after the commencement of the next session of parliament. [39 *Geo. III, c.* 12]

January 9th—The parliament 'being desirous to raise an ample contribution for the prosecution of the war,' imposed a tax of *ten per cent* on the annual income of all persons having £200 a-year or more, whether arising from estate, agriculture, office, trade, or whatever source. Those, whose incomes were under £60, were exempted; and persons having from £60 to £199 were taxed according to a progressive scale rising from $\frac{1}{120}$ to $\frac{1}{11}$ of their incomes. In order to violate as little as possible the privacy necessary in commercial concerns, particular commissioners were appointed for receiving, and judging of, the statements of income delivered by persons in trade, which they were enjoined to keep secret: and they were to issue indented certificates, marked, numbered, or lettered, without the names of the parties, who were thereupon to pay into the bank the sums specified in the certificates. [*c.* 13] This act received several amendments, some of them in the course of the same session. But the tax was found not near so productive as it was expected *.

January 19th—The king, by an order in council, licenced a commercial intercourse between Jamaica and St. Domingo.

January—The directors of the bank advertised, that they would pay

* When the tax upon income was under the consideration of parliament, Mr. Pitt, the chancellor of the exchequer, laid before the house the following

Estimate of the annual income of all the inhabitants of Great Britain, distinguishing the sources whence it is derived.

	Millions
Rent of lands in England, reckoning 40,000,000 of cultivated acres at the average rent of 12/6	25
Tenant's profits, three fourths of the rent	19
Tithes	5
Mines, inland navigations, and timber	3
Houses	6
Professions	2
Rent of lands, &c. in Scotland	5
Income arising from possessions beyond the seas	5
Annuities from the public funds, deducting foreign property and the amount paid to the commissioners for reducing the national debt	15
Profits on £80,000,000 employed in foreign commerce, supposed 15 per cent	12
Profits on domestic trade, and those derived from skill and industry	28
Total annual income of the people of Great Britain	125

Mr. Pitt estimated the incomes of people having less than £200 a-year to be £23,000,000, and consequently there should be £102,000,000 liable to the full tax of *ten per cent*, which, with the taxes upon incomes from £60 to £199, should produce a revenue considerably above ten millions.

The amount of it for two years, agreeable to the accounts made up at the office for taxes, was as follows.

	Year ending 5th April 1800	1801
By commissioners for general purposes, and commissioners of appeal	4,426,047	4,348,313
By commercial commissioners	1,175,577	1,394,837
	5,601,624	5,743,150

The account for the first of these years states a sum of £180,000 to £200,000, as expected from districts, whence complete returns had not been received. One fifth of the sum assessed by the commercial commissioners is stated to be derived from income not acquired by commerce.

all odd ſums, not exceeding £5, in caſh (i. e. in gold and ſilver); and that all notes of one or two pounds, dated before July 1798, ſhould be paid in caſh, or exchanged for new notes, in the option of the holders. Juſt before this time their ſmall notes had been forged.

February 13th—Minorca being now ſubject to Great Britain, the king, in council, licenced all his ſubjects to trade with that iſland, conforming to the duties, rules, &c. preſcribed by law.

March 1st—Mr. Irving, the inſpector-general of the imports and exports of Great Britain, by order of the houſe of commons, made up the following

Account of the quantities of the principal articles in the nature of raw materials, imported, and uſed in the manufactures of Great Britain for twelve years preceding the 5th of January 1799.

Years ending 5th Jan.	Pearl-aſhes, cwt.	Pot-aſhes, cwt.	Barilla cwt.	Brimſtone, cwt.	Cochineal, lb.	Fuſtic, tuns.	Galls, cwt.
1788	42,265	48,235	85,715	39,623	273,037	5,564	1,903
1789	22,885	29,392	81,067	30,991	279,798	3,492	878
1790	26,986	50,789	101,628	25,372	82,620	2,091	2,113
1791	48,194	55,754	177,342	41,278	168,088	1,344	2,820
1792	41,361	26,215	87,659	41,492	159,737	3,763	1,048
1793	56,305	53,871	103,113	39,332	204,090	4,424	1,019
1794	39,609	24,084	98,493	46,947	66,815	4,182	380
1795	20,638	26,190	30,742	26,904	75,273	1,777	2,569
1796	13,562	22,829	109,209	19,243	177,717	1,653	1,884
1797	42,582	57,737	81,438	31,808	201,540	491	3,515
1798	32,412	48,858	48,327	18,891	....	.....	487
1799	45,064	56,358	112,753	74,643	....	1,586	126

	Indigo, lb.	Logwood, tuns.	Madder, cwt.	Redwood, tuns,	Shumack, cwt.	Elephant's teeth, cwt.	Flax, cwt.
1788	1,320,396	6,366	27,842	1,631	21,323	1,387	259,938
1789	1,588,711	6,788	19,931	593	19,987	2,145	253,356
1790	1,226,616	8,159	43,140	1,021	17,368	1,476	129,807
1791	978,907	5,795	47,931	....	27,007	3,735	253,752
1792	707,210	4,939	40,812	100	27,599	1,484	296,671
1793	968,095	2,693	42,470	141	25,502	1,412	229,235
1794	920,376	2,538	20,546	1,086	23,113	2,203	267,605
1795	1,441,905	2,232	45,502	75	19,992	1,047	334,723
1796	2,831,195	3,042	37,455	372	26,052	1,167	220,024
1797	2,609,453	5,100	58,714	247	31,561	1,969	307,422
1798	....	4,074	50,869	150	18,658	889	206,228
1799	....	3,201	41,113	....	37,479	.....	385,376

	Linen yarn, lb.	Hemp, cwt.	Ox or cow hides, number.	Bar iron, tuns.	Fiſh or train oil, tuns.	Whale fins, cwt.
1788	9,380,085	369,097	83,312	42,453	15,469	10,845
1789	9,436,123	550,010	100,359	48,095	15,190	10,257
1790	9,414,384	453,631	140,764	45,629	13,833	11,713
1791	10,273,768	564,933	185,854	34,748	12,300	6,673
1792	10,258,877	352,032	231,617	50,289	10,467	6,652
1793	9,523,227	590,659	245,200	48,509	10,685	5,443
1794	9,161,935	546,822	151,549	54,388	11,645	5,784
1795	7,636,890	575,489	107,010	37,047	10,600	5,461
1796	8,678,077	568,656	92,647	45,193	10,017	6,601
1797	7,914,545	613,373	110,346	45,572	11,236	7,855
1798	7,286,815	482,571	116,154	30,537	13,549	8,632
1799	9,228,354	626,701	165,785	47,167	11,388	8,774

Years ending 5th Jan.	Raw silk: Bengal, lb.	Raw silk: China, lb.	Raw silk: Italian, lb.	Thrown silk, lb.	Cotton, lb.	Spanish wool, lb.	Woolen or bay yarn, cwt.
1788	184,493	341,251	125,195	376,810	22,176,887	4,079,333	7,575
1789	301,219	245,906	149,449	260,120	19,614,290	4,013,114	4,503
1790	358,416	218,070	159,431	370,523	32,278,186	2,582,295	6,736
1791	270,654	199,600	205,642	487,938	30,603,451	3,014,511	4,792
1792	407,902	191,715	310,544	447,767	28,342,233	1,998,732	6,353
1793	411,828	96,969	388,582	426,251	33,422,032	4,263,496	8,348
1794	716,688	161,863	112,902	239,348	17,648,654	1,632,926	4,562
1795	459,470	91,854	48,769	306,593	22,866,659	4,362,069	19,233
1796	341,652	154,603	179 834	309,570	24,872,535	4,510,534	46,959
1797	277,822	5,689	115,438	360,021	31,279,973	3,289,311	3,002
1798	32,444	73,932	95,552	384,021	22,572,853	4,577,106	3,739
1799	. . .	. . .	239,354	350,800	29,413,471	2,263,660	75,131

As the imports from India can never be brought to account till July in the enſuing year, the inſpector-general was obliged to omit the Bengal and China ſilk, and the elephant's teeth and cochineal of the laſt of theſe years.

In a few days after the above account was delivered, the houſe of commons, deſirous of ſeeing a retroſpect of the foreign articles worked up in the Britiſh manufactures during a longer ſpace of time, ordered the following

Account of the quantity of the principal articles in the nature of raw materials imported and uſed in the manufactures of Great Britain, on an annual medium of four periods of five years each, commencing 5th January 1772.

Five years preceding 5th Jan.	Pearl-aſhes, cwt.	Pot-aſhes, cwt.	Parilla, cwt.	Brimſtone, cwt.	Cochineal, cwt.	Fuſtic, tuns.	Galls, cwt.
1776	27,977	22,384	73,065	20,899	149,891	1,234	1,632
1787	33 684	33,924	57,862	27,468	242,286	5,519	1,433
1792	39,146	43,204	110,161	35,693	178,866	3,022	1,575
1799	30,851	42,394	76,493	34,279	113,632	1,101	2,113

	Indigo, lb.	Logwood, tuns.	Madder, cwt.	Redwood, tuns.	Shumack, cwt.	Elephant's teeth, cwt.	Flax, cwt.
1776	1,176,188	1,672	29,044	347	12,484	690	254,141
1787	1,194,955	5,939	37,294	1,088	13,829	1,339	245,636
1792	1,093 707	5,674	38,816	371	23,492	2,050	232,564
1799	1,412,505	3,529	46,730	168	26,748	1,291	290,754

	Linen yarn, lb.	Hemp, cwt.	Ox or cow hides, number.	Bar iron, tuns.	Fiſh or train oil, tuns.	Whale fins, cwt.
1776	7,847,157	246,573	68,990	44,131	8,974	2,075
1787	8,873,866	314,986	66,878	44,924	10,288	4,410
1792	9,781,275	502,253	180,758	45,452	12,495	8,147
1799	8,148,936	573,358	118,388	41,103	11,358	7,464

	Raw silk: Bengal, lb.	Raw silk: China, lb.	Raw silk: Ital. and Turk. lb.	Thrown silk, lb.	Cotton, lb.	Spaniſh wool, lb.	Woolen or bay yarn, lb.
1776	182,581	160,265	197,621	361,359	4,414,757	1,578,605	13,587
1787	486,848	189,835	167,285	369,303	16,031,983	1,975,327	12,047
1792	350,003	190,452	242,729	398,519	28,852,038	3,174,429	6,146
1799	291,647	93,198	135,789	342,201	26,433,730	3,800,583	29,612

If equally authentic accounts of the raw materials of native produce could be obtained, they would afford a noble diſplay of the foundation of our manufactures.

March—The directors of the bank of England made transfers to the proprietors, of the loyalty five-per-cent ſtock belonging to the bank, at the rate of ten per cent on their capitals in the bank ſtock, as a part of their accumulated profits. This was in addition to their uſual dividend of ſeven per cent per annum.

March 21ſt—The following acts of parliament were continued for limited times, viz.

The act for ſuſpending the bounty on the exportation of Britiſh-made ſail-cloth or canvaſs to Ireland, continued till 25th March 1800.

The act prohibiting the importation of French cambrics and lawns, unleſs for exportation, continued till 25th March 1800.

The act for allowing bounties on the exportation of Britiſh and Iriſh linens, and permitting the importation of foreign linen yarn free from duty, continued till 24th June 1800. [39 *Geo. III, cc.* 26, 27, 28]

April 10th—Notwithſtanding the act 38 Geo. III, c. 76, veſſels loaded with the produce of the fiſheries of Newfoundland, or the produce of that iſland or Labrador, were permitted to ſail from any port of thoſe countries without a convoy. [*c.* 32]

May 10th—The following laws, having been found uſeful and beneficial, were continued for limited times, viz.

The act for permitting the importation from all places of rape ſeeds and other ſeeds yielding oil, when Britiſh rape ſeed is ſo high as £20 per laſt (the price to be aſcertained in the ſame manner as the price of corn) to be continued till 24th June 1804.

The act allowing the importation of ſeal ſkins, cured with foreign ſalt, free from duty, continued till 24th June 1804.

The act for encouraging the manufactures of flax and cotton by allowing drawbacks on the ſoap, ſtarch, &c. employed in them, continued till 24th June 1803.

The act for ſecuring the duties on glaſs, continued till 5th July 1800. [*c.* 38]

June 13th—Every kind of feudal ſervice being hoſtile to the genius of commerce, it is proper to obſerve, that the thirlage, or obligation upon the occupiers of land to have their corn ground at particular mills, hitherto pretty general in Scotland, and alſo ſome other feudal hardſhips comprehended under the general name of thirlage*, which obſtructed induſtry and occaſioned much litigation, were now ſo far aboliſhed, that the perſons aggrieved by them are authorized to apply to the ſhirref for ſettling, by the help of a jury, an equitable commutation to be paid in corn or money to the proprietor of the dominant mill or

* Thirlage, corrupted from threllage, the condition of a threll, or bound ſervant.

other property, which that magiſtrate is required to ſettle and oblige the proprietor to accept. [*c.* 55]

Many colliers and coal-bearers in Scotland being ſtill in a ſtate of bondage, in conſequence of not complying with the proviſions, or having become ſubject to the penalties, of the act paſſed in the year 1775 for their emancipation, it was now enacted, that all ſuch perſons, who were bound colliers in Scotland at the time of paſſing that act, ſhould be free from ſervitude, and be in all reſpects in the ſame ſituation as if they had regularly obtained their diſcharge agreeable to the act. And the powers given to juſtices of the peace by two acts of the Scottiſh parliament, 22 Jac. VI, c. 8, and 1 Car. II, c. 38, to fix the wages of labourers, and to compell labourers to ſerve for the appointed wages, and the maſters to pay them, were now declared to extend to colliers, coal-hewers, coal-bearers, and all other perſons employed at collieries in Scotland. [*c.* 56]

In order to ſecure to this country the benefit of an extended trade in the produce and manufactures of India, the Eaſt-India company are permitted to lodge the goods imported by them in warehouſes approved of by the commiſſioners of the cuſtoms, on paying, or ſecuring by bond, the following duties, which are declared to be inſtead of all former duties, except thoſe impoſed by the convoy act, 38 Geo. III, c. 76, viz.

	per cent
Plain muslin, Nankeen cloth, flowered or stitched muslins or white calicoes, .	7½
White calicoes, plain white dimities, and all goods prohibited to be used in this kingdom, being imported only for exportation, ...	2½
All other goods, except bullion, pretious stones, tea, cotton, nutmegs, mace, cloves, and cinnamon, ...	2

to be computed on the groſs proceeds of the goods at the company's ſales, and paid within four months after each ſale.

Goods thus lodged in the warehouſes may be exported without paying any other duties than thoſe impoſed by this act and the convoy act, on entering into bond that they ſhall not be relanded in Great Britain, Guernſey, Jerſey, Alderney, Sark, Mann, or the iſlands of Faro or Ferro.

The purchaſers of goods, ſold at the company's ſales for conſumption in this country, are to pay the following duties, which, with the convoy duties, are inſtead of all others formerly enacted, viz.

	Duties.	Drawbacks.
Arrangoes, for every £100 value at the sale	£58 9 1	
Calicoes, plain white, 1¼ yard broad and 10 yards long, or above 1¼ yard broad and 6 yards long, per piece	0 6 8	
and moreover, for every £100 in value	20 19 1	
——— if exported, after being printed or coloured in this kingdom, per piece	. . . . .	0 6 8
and for every £100 in value at the company's sale . .	. . . . .	20 19 1
China ware for every £100 in value	109 8 6	

Cotton manufactures, not particularly enumerated or described, for every £100 in value	£122	4	5			
Cowries, for every £100 in value	53	9	1			
Dimities, plain white, per yard	0	2	0			
and moreover for every £100 in value	22	3	6			
—— if exported, after being printed or coloured in this kingdom, per yard				0	1	8
and for every £100 in value at the company's sale				20	3	4
Drugs, not enumerated or described, manufactured, for every £100	78	11	5			
Ditto unmanufactured, ditto	51	14	10			
Japanned or lacquered ware, ditto	119	10	9			
Muslins plain, Nankeen cloth, muslins or white calicoes flowered or stitched, ditto	19	13	9			
—— if exported after being printed or stained in this kingdom, ditto				12	9	4
Sugar, ditto	37	16	3			
and moreover for every hundredweight	0	2	6			
Manufactured goods, not enumerated, for every £100	71	4	4			
Unmanufactured goods (except tea) not enumerated, and not being exempted from duty, nor particularly charged with duty, for every £100	45	1	8			

[*c.* 59]

June 21st—The ſum of £15,500,000 was raiſed for the public ſervice by a loan, the ſubſcribers to which received £125 in the three-per-cent conſolidated fund, and £50 in the three-per-cent reduced fund, for every £100 paid in. [*c.* 60] The capital of the debt thus created amounted to £19,375,000 in the conſolidated, and £7,750,000 in the reduced.

The duty, impoſed by the convoy act on raw linen yarn imported, was repealed with reſpect to the yarns of Ermland and Lithuania, and tow yarn imported directly from any of the territories of the king of Pruſſia: and a new duty of three per cent on the value was ſubſtituted for it. [*c.* 61]

July 1st—The following additional duties, ſome commencing from the 24th, and others from the 20th, of June, were impoſed on ſugar and coffee, viz.

Muſcovado ſugar of the British colonies, imported, per hundredweight	8*d*
Ditto, ſold at the East-India company's ſales ——	8*d*
White or clayed ſugar of the British colonies, imported, ——	4*ſ*
Sugar of foreign colonies, on delivery from the warehouſe for exportation ——	2/6
Sugar imported by the East-India company, on ditto for ditto ——	6/6
Coffee, on ditto for ditto ——	4*ſ*

It was alſo thought expedient to deduct 2/6 per hundredweight from the drawback allowed on the exportation of muſcovado ſugar, 2/6 from the bounty on the exportation of baſtard refined, ground, or powdered,

or broken, ſugar, and ſugar-candy, and 4/ from the bounty on refined ſugar exported. But the full drawback was allowed on ſugars carried to Ireland. [*c.* 63]

The additional bounty of 1/6 per hogſhead of 50 gallons, allowed upon the exportation of pilchards by the act 31 Geo. III, c. 45, and ſubſequent acts, was continued till 24th June 1805. Barrels of 32 gallons, and hogſheads containing leſs than 50 gallons, were alſo allowed proportional bounties. The exporters were allowed to ſhip them from any place licenced by the commiſſioners of exciſe, as well as from the lawful quays. Many regulations reſpecting ſalt are alſo contained in the act. [*c.* 65]

July 12th.—The act 14 Geo. III, c. 42, for prohibiting the importation of deficient ſilver coin, and for preventing the tender of ſilver by tale in payments beyond the ſum of twenty-five pounds, was rendered perpetual. [*c.* 75]

The poſt-maſter-general and his deputies were authorized to ſend letters to foreign countries by any veſſels whatever, and to charge half the poſtage payable on letters ſent to the ſame places by the poſt-office packets. A poſtage of fourpence is henceforth charged upon every ſingle letter brought from any foreign country by a private veſſel, and in proportion for double letters, &c. the commander of the veſſel being now allowed twopence for every letter. [*c.* 76]

A duty of four ſhillings per buſhel was impoſed on ſalt made in Scotland, inſtead of the former duty, and a further duty of ſix ſhillings was laid on ſalt carried from Scotland to England. [*c.* 77]

It being thought ‘ expedient to regulate the ſhipping and carrying ‘ of ſlaves in Britiſh veſſels from the coaſt of Africa,’ it was enacted, that all veſſels fitted out for the ſlave trade ſhall be entered for that purpoſe at the port of clearing out. The ſpace between decks ſhall not be leſs than five feet from the upper ſurface of the lower deck to the lower ſurface of the upper deck throughout the whole length, and the whole ſhall be allotted for the reception of the ſlaves, without being lumbered with merchandize or ſtores.—Veſſels having only one deck ſhall have a falſe deck laid in the hold.—Every veſſel before ſailing muſt be meaſured and examined by an officer of the cuſtoms, who ſhall give the commander a certificate, authorizing him to take in as many ſlaves as there are ſpaces of eight ſuperficial feet upon his lower deck: and that certificate muſt be produced, before any ſlave be landed, to the collector of the cuſtoms at the port of delivery in the Weſt-Indies or America, who is required to examine the veſſel, and tranſmit an account of the number of ſlaves onboard to the commiſſioners of the cuſtoms in London.—Every ſlaving veſſel muſt have the words, ‘ allowed to carry ‘ ſlaves,’ and the number of ſlaves allowed, conſpicuouſly painted upon her ſtern.—No veſſel ſhall carry more than ten ſlaves for every free perſon onboard: but if more than two fifths of the cargo be young ſlaves meaſuring not more than four feet four inches in height, every five ſuch

young ones over the proportion of two fifths may be reckoned as four. No cargo of ſlaves ſhall conſiſt of more than *four hundred*, unleſs in caſe of taking onboard ſhipwrecked ſlaves, or ſlaves from a veſſel in diſtreſs. —The ſurgeon of every ſlaving veſſel muſt have a certificate of his being properly qualified, and give bond at the cuſtom-houſe before ſailing, that he will keep a regular and true journal, expreſſing the number of male and female ſlaves brought onboard, and the deaths of the ſlaves and of the ſhip's crew, which he ſhall deliver to the collector of the cuſtoms at the firſt Britiſh port, where the veſſel ſhall arrive after leaving the coaſt of Africa, who ſhall return him an atteſted duplicate of it; which, with the declaration of the maſter and the muſter roll of the veſſel, muſt be delivered at the cuſtom-houſe from which ſhe cleared out, before ſhe can be cleared out for another voyage.—No perſon ſhall take the command of a ſlaving veſſel, unleſs he has already been commander in one ſlaving voyage, or chief mate or ſurgeon during the whole of two ſuch voyages, or chief or inferior mate during three ſuch voyages.—No loſs by mortality of ſlaves, whether natural or the conſequence of ill treatment or *throwing them overboard*, nor any loſs ſuffered from the princes or people of Africa, ſhall be recoverable by any policy of inſurance. The commander, officers, and ſeamen, of every ſlaving veſſel before ſailing muſt ſign a preſcribed form of articles of agreement, containing the dayly allowance of proviſions, a ſtipulation for ſhort-allowance money if the crew are obliged to go upon ſhort allowance, an engagement to employ the African natives for wooding and watering, and to allow ſufficient lodging room for the men during the middle paſſage, either under the half-deck, or in the ſteerage, or under an awning or temporary upper deck of wood, ſufficiently caulked. The articles muſt be witneſſed by two of the cuſtom-houſe officers, and a duplicate of them muſt be lodged in the cuſtom-houſe.—Every officer of a ſlaving ſhip muſt have an abſtract of this act; and an abſtract of it, a copy of the articles, and of the muſter roll, muſt be conſtantly exhibited in the moſt public part of the veſſel.—No veſſel ſhall be cleared out for a ſlaving voyage, except at London, Liverpool, and Briſtol *. [*c.* 80]

It being repreſented in parliament, that great numbers of journeymen manufacturers and workmen were combining to advance their wages, it was enacted, that ſuch perſons entering into written or verbal covenants for the purpoſe of obtaining higher wages, leſſening or altering the hours of work, or deterring others from duely following their buſineſs, or refuſing to work along with other workmen, or contributing money for carrying on ſuch combinations, ſhould be committed to priſon for not more than three months, or to the houſe of correction for not more than two months, by order of any juſtice. [*c.* 81]

The duty of one ſhilling on every chaldron (Newcaſtle meaſure) of coals, ſhipped in the River Tine for home conſumption, which was

* May not this act be called the charter of the ſlave-merchants of London, Liverpool, and Briſtol?

granted to the duke of Richmond by King Charles II, and confirmed to the preſent duke by parliament, was now made payable to the public revenue; inſtead of which an annuity, equal to the average of the amount for ten years preceding 25th December 1798, was ſettled on him and his heirs, ſubject to redemption, as may be afterwards agreed between the lords of the treaſury and him *. [*c.* 84]

It being doubtful, whether the embezzlement of goods, money, bills, or other ſecurities, by ſervants or clerks, whom merchants are obliged to entruſt in the courſe of their buſineſs, be puniſhable as felony, the parliament enacted, that any ſervant, clerk, or perſon employed in the way of buſineſs, committing ſuch frauds, ſhould be tranſported for a term not exceeding fourteen years. [*c.* 85]

The king was empowered to prohibit, with the advice of the privy council, the exportation of corn, and alſo to permit the importation of corn, kidney beans, tares, lentils, calivances, and other pulſe; and alſo bulls, cows, oxen, calves, ſheep, lambs, ſwine; beef, pork, mutton, veal, and lamb, ſalted or freſh; bacon, hams, tongues, butter, cheeſe, potatoes, rice, ſago, tapioca, vermicelli, millet ſeed, poultry, eggs, game, and ſour crout, in Britiſh or neutral veſſels, without paying any duty. [*c.* 87]

It was enacted, that the Eaſt-India company ſhould employ no veſſels in their ſervice but ſuch as are contracted for to ſerve them in trade, warfare, or other ſervice, during ſix voyages to and from India or China. They muſt advertiſe for propoſals for building ſhips for their ſervice of dimenſions, &c. expreſſed in the advertiſements; and they muſt impartially accept the offer of the loweſt freight, unleſs all the offers be thought unreaſonably high, the court of directors being at liberty to make agreements for extra freight in time of war or preparation for war.—In caſe of a ſhip being loſt or taken before the completion of her fifth voyage, if the company are ſatisfied that the captain, or, in caſe of his death, the chief officer, had done his duty, they may contract with the owners for a ſimilar ſhip, to be employed during ſix voyages on the ſame terms, and to be commanded by the ſame captain, or, failing him, by the former chief officer.—In caſes of exigency the company, or their ſervants abroad, may hire ſhips for any particular ſervice.—Veſſels employed as packets, and veſſels employed in the company's war eſtabliſhment in India, are not ſubjected to the regulations of this act. [*c.* 89]

The ſum of £703,541 : 13 : 4 was raiſed by a lottery of 55,000 tickets at £12 : 15 : 10 each. The ſum deſtined for prizes being only £500,000, there remained a profit to the public of £203,541 : 13 : 4. [*c.* 91]

Goods produced in the foreign colonies or plantations in America, imported directly in veſſels belonging to the United ſtates of America, or other friendly powers, are permitted to be warehouſed and reſhipped without paying the duties impoſed by the convoy act. But ſuch goods, taken out for home conſumption, muſt pay the duties. [*c.* 95]

* The annuity was ſettled in the year 1800 at £19,000 a-year. [*Acts*, 40 *Geo III*, *c.* 43, and *c.* 103 *of local acts.*]

Mr. Boulton of Soho near Birmingham, in conſequence of an application made to him by the emperor of Ruſſia for a ſet of machinery neceſſary for a mint, was authorized by parliament to export all the machinery, tools, and utenſils, required for ſuch an eſtabliſhment, and even to ſend workmen along with them to Ruſſia. [*c.* 96]

Notwithſtanding the act, 33 Geo. III, c. 27, for preventing trade and intercourſe with the countries in hoſtility with his Majeſty, unleſs ſpecially licenced by him, it was enacted, that Spaniſh wool might be imported from any place whatever in veſſels belonging to any neutral country *. [*c.* 98]

The king was empowered to permit, by advice of the privy council, the importation of goods from the Levant into Great Britain, Guernſey, Jerſey, Alderney, Sark, or Mann, without having clean bills of health, and without having been aired in the lazarets of Malta, Ancona, Venice, Meſſina, Leghorn, Genoa, or Marſeille, they being ſubject to ſuch rules with reſpect to opening and airing them, and to the performance of quarantine by the perſons onboard the veſſels importing them, as the king and privy council ſhall preſcribe.—The duty of two per cent impoſed by the convoy act on Britiſh goods, exported to any place out of Europe, was lowered to one half per cent on all ſuch goods (except ſugar and goods exempted from payment) carried to any place within the Mediterranean ſea. [*c.* 99]

The act, 26 Geo. III, c. 81, for the encouragement of the fiſheries was further continued till the end of the next ſeſſion of parliament. The governor and directors of the Britiſh ſociety are empowered to give premiums, not exceeding £60 in any one year, to ſober and induſtrious perſons living in their ſettlements, diſtinguiſhed by their expertneſs in catching and curing fiſh, making ſoap or oil from fiſh, making nets, cultivating the ſoil, or other uſeful arts tending to advance the beneficial purpoſes of the ſociety; alſo to lend ſums of money, not exceeding £500 in the whole, for the purpoſes of purchaſing, building, or equipping, boats or veſſels for the fiſhery, or building houſes, and to receive the payments with the intereſt by inſtallments in the ſpace of five years. They are empowered alſo to lend ſums, not exceeding £200 in all, to perſons undertaking to provide ſtores of oatmeal, ſalt, and other neceſſaries, to be repaid in one year; and a ſum, not exceeding £200, and for a term not exceeding three years, to the perſon or perſons undertaking to eſtabliſh a manufactory of nets, ſail-cloth, or cordage, or ſpinning hemp, flax, or woolen yarn, to be repaid as the directors ſhall pleaſe to appoint. [*c.* 100] Theſe are very trifling ſums to appear in an act of parliament: but a ſmall matter of money may be a powerful ſpring of activity among poor people in ſuch remote parts of the country, if the application of it is judiciouſly directed, and if the people were relieved from the hardſhips and intricacies of the ſalt laws.

The following acts were continued for limited times, viz.

The act for the ſupport and encouragement of the fiſheries in the

* The ſupply of Spaniſh wool, imported in conſequence of this act, was chiefly from Hamburgh.

Greenland ſeas and Davis's ſtraits, as amended by the act 32 Geo. III, c. 22, continued till 25th December 1800.

The act for diſcontinuing the duties payable on the importation of tallow, hogs lard, and greaſe, continued till 25th March 1806.

The act for granting bounties on the Newfoundland fiſheries, continued, ſo far as it relates to thoſe bounties, till 1st January 1801. [*cc.* 101, 102]

Stamp duties, from one halfpenny to four pence, were impoſed on bills of exchange, promiſſory notes, or draughts payable on demand or otherways for ſums of five ſhillings, twenty ſhillings, or twenty-one ſhillings, draughts on bankers payable on demand being exempted.—The bank of England having been allowed to pay £12,000 a-year as a compoſition for the ſtamp duties chargeable upon their notes by the act 31 Geo. III, c. 25, and having made no compoſition for the ſubſequent increaſed ſtamp duties, an annual payment of £8,000 as compoſition for the ſtamp duties enacted ſince 31 Geo. III, and a further annual payment of £4,000 as compoſition for the duty chargeable on their notes of twenty ſhillings by the preſent act, were now required to be made by them in half-yearly payments.—The chartered banks, and ſome banking companies, in Scotland were alſo empowered to iſſue notes of 5*ſ*, 20*ſ*, or 21*ſ*, without ſtamps, on making payments to the ſatisfaction of the commiſſioners of the ſtamps and the barons of exchequer in Scotland, and complying with a multitude of regulations. [*c.* 107]

Pitch, tar, deal boards, fir, and timber, were allowed to be imported from Hamburgh, Bremen, Altona, and Gluckſtadt, in Britiſh veſſels navigated according to law, till the 1st of Auguſt 1802. [*c.* 111]

The king was empowered to permit, with the advice of his privy council, the importation of any goods whatſoever, ſpecified in the order, in veſſels belonging to any country in amity with his Majeſty, till ſix weeks after the commencement of the next ſeſſion of parliament. [*c.* 112]

The crowded ſtate of the port of London, and the prodigious depredations upon the property floating on the water and lying on the wharfs, (ſee above pp. 363, 454) loudly called for ſome means to put an end to evils of ſuch magnitude and enormity. The Weſt-India merchants, having made the neceſſary preliminary examinations and arrangements, now obtained an act of parliament authorizing them to conſtruct a ſet of wet docks. After obſerving in the preamble the inconvenience occaſioned by the circuit of the river round the peninſula called the Iſle of dogs, the vaſt increaſe of the ſhipping in the river, and the want of room and accommodation at the legal quays, the act empowers the lord mayor, aldermen, and commons, of the city of London to make a canal, ſufficiently large and deep to be navigated by ſhips, extending acroſs the head of the peninſula called the Iſle of dogs between Blackwall and Limehouſe hole. They are inveſted with all the neceſſary powers to build piers, flood-gates, bridges, &c. to take the water of the Thames for the ſupply of their canal, and alſo the ground

required for their works, on paying the proprietors a fair price, either by agreement or the determination of a jury. The canal is the property of the corporation of London, who may grant licences for building on the adjacent ground. They are alſo empowered, under the inſpection of the corporation of the Trinity-houſe, to remove, or alter the poſition of, the mooring chains; the profits of which belonging to Lord Gwydir by a grant from the king, a compenſation is to be awarded to him by commiſſioners appointed for the purpoſe, and to be paid out of the conſolidated fund, which is afterwards to be reimburſed from rates to be raiſed by virtue of this act.

"And whereas the ſhips in the Weſt-India trade frequently arrive at 'the port of London in large fleets, and occaſion great crowding, con-'fuſion, and damage, therein; and their cargoes being carried in light-'ers to the legal quays, cauſe upon the ſaid quays, and in the paſſage 'thither, great obſtructions, inconvenience, and delay, and are expoſed 'to pilfering and fraud, whereby the owners ſuſtain great loſs, and the 'public revenue is much injured,' a number of gentlemen, who have ſubſcribed to the propoſed capital, together with ſuch others as, with their approbation, may become ſubſcribers, are incorporated under the title of *The Weſt-India dock company*, for the purpoſe of making ſufficient wet docks with legal quays and wharfs and alſo warehouſes attached to them, on the north ſide of the propoſed canal in the Iſle of dogs, for the reception and diſcharge of veſſels in the Weſt-India trade, whereby great accommodation will be given to the other ſhipping in the river, and the Weſt-India produce will be guarded from plunder and other damage.—The ſtock of the company is £500,000, and may be increaſed to £600,000, if neceſſary. It is transferable like the ſtocks of other legal companies, each partner being liable for the debts of the company only to the extent of his property in the ſtock. They are reſtricted from ever raiſing their dividends above *ten per cent.*—They are required to incloſe the docks, wharfs, and warehouſes, with a ſtrong wall of brick or ſtone, not leſs than thirty feet in height, with ſtrong gates, and ſurrounded by a ditch of at leaſt twelve feet conſtantly filled with water to the depth of at leaſt ſix feet. No houſes on the outſide of the wall ſhall be nearer than the diſtance of one hundred yards. The company muſt not allow any ſlips for building or repairing veſſels to be in their premiſes, nor be concerned in building or repairing veſſels.

The lord mayor, as conſervator of the river, may appoint a harbour-maſter or harbour-maſters, who ſhall have authority to direct the entering, mooring, and removing, of veſſels in the port of London, the canal, and other works connected with it, except the Weſt-India docks, and to appoint the times proper for opening and ſhutting the canal. The harbour-maſters muſt be approved by the corporation of the Trinity-houſe, who may diſcharge them in caſe of miſconduct.—The directors of the Weſt-India dock company may in like manner appoint dock-maſters, alſo with the approbation of, and ſubject to diſmiſſion by, the Trinity-houſe, whoſe office and powers in the dock are ſimilar to thoſe of the

harbour-maſters in the port, &c.—The quays formed within the company's incloſure being declared legal, all veſſels arriving from the Weſt-Indies, after the completion of the works, muſt diſcharge their cargoes on the quays belonging to them, and there the duties upon them muſt be aſcertained; after which the goods may be ſtored in the company's warehouſes, or elſewhere, in the option of the proprietors or their agents, except tobacco, which immediately after being landed muſt be conveyed to ſome of the king's warehouſes.—If at any time the docks are ſo full, that ſome veſſels cannot find room in them, the commiſſioners of the cuſtoms may authorize ſuch veſſels to diſcharge at ſuch other legal quay as they ſhall appoint. The ſame commiſſioners may alſo order veſſels arriving from other countries with Weſt-India produce onboard, to diſcharge ſuch produce in the company's docks. All veſſels bound for the Weſt-Indies muſt take in their cargoes in the company's docks, or in the river below Blackwall, except in the caſe of taking in naval ſtores for his Majeſty's ſervice at Deptford.—All veſſels, before entering the docks, muſt unload their guns, and diſcharge all their gun-powder, except one pound; and for the prevention of fire, no tar, pitch, tallow, ſtraw, ſhavings, or other combuſtible matter, muſt be allowed to be on any veſſel's deck, or on any of the quays or wharfs, above twelve hours; neither ſhall any fire, candle, or lamp, be lighted in the docks, warehouſes, &c. unleſs they be neceſſary for making or repairing any of the works.—In conſideration of the loſs of employment which may be ſuſtained by the owners of legal wharfs, ſufferance wharfs, and certain warehouſes, docks, and other tenements, or by Chriſt's hoſpital by failure of the income derived from car-rooms, or by any porters or car-men employed upon the preſent wharfs, the commiſſioners, appointed for ſettling the compenſation to Lord Gwydir, ſhall award them a juſt and liberal compenſation, which may be claimed in three years after the docks are ready for uſe.

In conſideration of the accommodation and advantage which the propoſed works will afford to the ſhipping and trade of the port, and in conſideration of the expenſe of conſtructing the canals, bridges, roads, &c. to be made by the corporation of London, the following rates are made payable to his Majeſty for fourteen years after the 1st of Auguſt 1799 by every veſſel uſing the port of London, viz.

Coasting vessels above 45 tuns, for every voyage in and out, inclusive	per tun	1*d*
Vessels arriving from Denmark, Norway on this side of the North cape, the coast of Germany bordering on the Ocean, the Dutch and Austrian Netherlands, France as far as Ushant, and the islands of Guernsey, Jersey, Alderney, Sark, or Mann		1¼
Vessels from any country within the Baltic, or beyond the North Cape of Norway		2
Vessels from France south of Ushant, the coast of Spain bordering on the Ocean, Portugal, the Azores, Madeira, the Canaries, or any part of the east coast of North America		2½

Vessels from Greenland, Gibraltar, any country bordering on the Mediterranean, the West-Indies, Mexico, South America, East-India, China, the Pacific ocean, or any other place to the southward of 25° north latitude	3½

All vessels clearing outward to any foreign country to pay the same as vessels entering inward from such country.

His Majesty's ships of war, vessels belonging to any of the royal family, coasting vessels not exceeding 45 tuns, and all coasting vessels loaded chiefly with corn, fishing craft, vessels for carrying passengers, and craft navigating upon the Thames no lower than Gravesend, are exempted from the duties.

Upon the credit of these duties there shall be advanced to the corporation of London from the consolidated fund a sum not exceeding £72,000, to be employed in the purchase of the ground, houses, &c. and in the works necessary for the canal; and money shall also be advanced from the consolidated fund to pay the compensations to be found due to the king and Lord Gwydir on account of the mooring chains. All expenses of mooring chains, salaries of harbour-masters, &c. shall be paid out of the rates granted to his Majesty.

In three years after the canal is completed for use, the corporation of London shall receive from every vessel, loaded or unloaded, entering the canal.

of 200 tuns or upwards, per tun	2*d*	50 to 100 tuns	10*s*
100 to 200 tuns	1½	20 to 50 tuns	5*s*
and from every lighter, barge, boat, or other rowing craft			1*s*.

After the West-India docks shall be completed, the company shall receive a duty of 6/8 per tun of registered measure from every vessel entering their docks, as full compensation for the use of the docks, and all charges of navigating, mooring, unmooring, removing, and management; also unloading her cargo, land-waiter's fees, cooperage of the cargo with hoops and nails, her removal into the dock appropriated for light vessels, and liberty to lie there any time not exceeding six months. Vessels, only partly loaded with West-India produce, shall pay tunnage dues only for the quantity of such produce they have onboard.—Lighters carrying ballast are not to pay any tunnage duty.

As compensation for the use of the quays, wharfs, cranes, land-waiter's fees for goods landed, and all charges of wharfage, landing, housing, weighing, cooperage required after landing, and as full rent for warehouse room for twelve weeks, the company shall receive the following rates or duties upon goods, viz.

Aloes, balsam, cassia, cortex Winteranus, gum guiacum, turmeric, . .	per cwt. 4/8	Dyer's woods	do. . 6*d*
		Ginger	do. . 3/3
		Hides	per dozen 6*d*
Cacao, coffee, ...	do. . 1/6	Marmalade, oil of castor, tamarinds	per jar 2/6
Cotton, indigo, ...	do. . 2/6		

Pimento	per cwt.	3/2	Sugar	do. .	8d
Rum, wine, ...	per gallon	1d	Succads in boxes	do. .	5/
Sarsaparilla	per cwt.	6/	Turtle-shell	do. .	5/

Every caſk or other package of articles not ſpecified, if under two hundredweight 2/6, if above that weight 5/. Articles brought looſe, and chargeable with cuſtom duty rated per hundredweight, to pay 1/ per hundredweight; and thoſe not chargeable with duty to pay ſuch rate as uſed to be paid in the port of London. [*Local acts* 39 *Geo. III, c.* lxix]

The ſanction of parliament was given to another undertaking, the very reverſe of an artificial navigation to avoid an expenſive and tedious land carriage or circuitous water carriage, being an artificial ſubaqueous land conveyance, inſtead of a cheap and direct natural water carriage. A number of gentlemen, being perſuaded that a tunnel, or road paſſable for cattle and carriages, under the Thames between Graveſend and Tilbury, muſt be of great advantage to the kingdom, and eſpecially to the counties of Kent and Eſſex, ſubſcribed for making ſuch a one. They are incorporated by the name of *The company of proprietors of the tunnel under the River Thames.* Their capital is £30,000, with power to increaſe it to £50,000. They are authorized to levy tolls, from 2d for a foot paſſenger to 10/ for a carriage with four wheels; and they are to receive £1000 a-year from the treaſury as payment for the paſſage of all troops and military ſtores. They are bound to have their tunnel at all times ſufficiently lighted with lamps, and alſo to pay £80 annually to the king as compenſation for his ferry, and £30 to the corporation of Graveſend for theirs, both ferries being henceforth veſted in the company. [*Local acts, c.* lxxiii]

The king was empowered to give a charter to a new company, to be incorporated under the firm of *The Globe inſurance company*, who propoſe to make inſurances on lives, and againſt loſs by fire; to buy or ſell annuities for lives, or on ſurvivorſhip; to grant ſums payable at future periods, either at home or abroad; to receive depoſits; to act as treaſurers for benefit ſocieties and other benevolent inſtitutions; to make proviſion for clergymen and their widows and children; and to receive depoſits from members of the induſtrious claſſes of ſociety and others, payable at a period of not leſs than ſix months. Their capital is declared to be from £500,000 to £1,000,000. [*Local acts, c.* lxxxiii] This company conſiſts of near 900 proprietors; and their capital is one million.

In the courſe of this ſeſſion acts were paſſed for repairing the piers, and improving the harbours, at Margate, Brixham quay in Devon-ſhire, Leith, and Grimſby:—ſeveral acts, formerly paſſed, for canals were amended; and the barons of exchequer in Scotland were authorized to lend a part of the money, repaid by the proprietors of the Forth-and-Clyde canal, to thoſe of the Crinan canal: and a great number of acts for improving cities and towns, roads, and bridges, were alſo paſſed.

The following accounts, illuſtrative of the affairs of the Eaſt-India company, are extracted from the papers laid before parliament.

An Account of the amount of all goods sold at the East-India company's sales from the 1st of March 1798 to the 1st of March 1799.

	Company's goods.	Private trade.	Neutral property.	Total.
Tea	£3,368,608	£304,124		
Bengal piece goods	1,228,308	243,837	£23	
Coast and Surat ditto	1,773,577			
China wrought silks	9,094			
Raw silk	505,408	910		
China ware	4,032	3,089		
Nankeen cloth	88,099	278	191	
Pepper	331,625			
Saltpetre	226,742	13,168		
Drugs, sugar, indigo, &c.	783,885	1,064,553	237,408	
Coffee	17,688	- - - -	110,609	£348,231
				1,629,959
				8,337,066
				£10,315,256

An Account of the stock, by computation, of the East-India company (exclusive of their capital stock) from the 1st of March 1798 to the 1st of March 1799.

Bonds bearing interest	£1,315,737	Due by government	£1,207,560
Bonds not bearing interest	16,167	Cash for balance 1st March 1799	805,938
Bills of exchange from China	839,506	Goods sold and not paid for	942,528
Ditto from India, &c.	198,991	Board of ordnance for saltpetre	20,000
Ditto on account of India debt	946,934	Goods in England unsold	8,481,815
Ditto to creditors of the rajah of Tanjore	9,459	Balance of quick stock at Bombay in favour of the company	336,846
Customs on goods	1,155,062	Ditto at Madras, ditto	1,976,643
Bank for a loan on annuities	700,000	Ditto at Bencoolen, ditto	91,871
Ditto for a loan on bond	100,000	Balance at St. Helena	54,248
Ditto for interest on both loans	10,666	Cargoes from England, not arrived in India and China at the dates of the several accounts of quick stock	£2,019,162
Freight and demurrage	750,000		
Supercargo's commissions	125,000		
Proprietors of private trade	93,230		
Owing on account of goods sold under the act 35 Geo. III, c. 80	34,000	Exports paid for, exclusive of bullion	571,834
Alms-houses at Poplar	77,092	Silver in the treasury, and exported	711,565
Interest on military fund more than applied	23,968	Paid to owners of ships not arrived	203,092
Ditto on contingent ditto	5,620	Value of shipping and craft, exclusive of those abroad	65,930
Owing in the department of shipping, exclusive of exports	45,631	Ditto of East-India house and warehouses	757,749
Owing for exports of former seasons	122,938	Dead stock in India*	400,000
Bonds to commanders, whose ships are worn out	318,158	Due by government for stores and supplies, about	1,028,531
Warrants passed the court, unpaid	114,800	Owing by persons returned from India, and in India	67,167
Owing for teas returned by buyers, and resold	971	Loyalty loan, unsold, and estimated to produce	236,757
Owing to contractors for indigo	8,000		
Interest on bonds	38,229		
Dividends on stock	53,603		
Net balance of quick stock in Bengal against the company, with several other articles	4,515,140		
Balance in China against the company	1,073,607		
Balance of the whole account in favour of the company	7,286,727		
	£19,979,236		£19,979,236

* See the note to the account of the preceding year. The real value, by the lateſt advices from India, was now £9,211,850.

No credit is taken in this account for tea ſent to America, amounting to £15,819, for which the company have received no return.

Amount of the company's sales, and their receipts, charges, and payments, in Great Britain.

Receipts.				*Payments.*			
Cash in the treasury 1st March 1798	£540,645	4	8	Customs	£854,833	2	8
Company's goods sold	7,764,403	12	6	Freight and demurrage	1,708,540	5	9
Private trade and Dutch goods sold	1,425,189	11	10	Goods and stores exported	1,239,181	17	0
Charges and profit on private trade	137,393	13	2	India debt	478,461	3	10
Customs on ditto	93,628	3	5	Bills of exchange from India	194,203	9	4
Freight on ditto	102,844	6	11	Ditto from China	429,757	3	10
Company's share of the annuities transferred to the bank	36,226	15	10	Bonds to the creditors of the rajah of Tanjore	83,731	10	7
Persons returned from India	6,000	0	0	Bullion exported	1,224,881	8	3
Bonds issued	9,400	0	0	Charges of merchandize, including supercargo's commission, buildings, interest on loans, &c.	592,355	18	6
Government for stores and supplies to his Majesty's troops	209,058	17	10	Indigo contractors	4,758	4	10
Loyalty loan, amount received	411,423	18	1	Dividends on stock, and interest on bonds	710,593	4	0
				Bonds paid off	2,200	0	0
				Ditto paid in on sales	500,325	0	0
				Proprietors of private trade	1,275,374	12	1
				Alms-houses at Poplar	271	13	2
				Balances of goods sold under the act 35 Geo. III, c. 80	199,596	11	1
				Captains of worn-out ships	43,725	18	6
				Pay to military officers on furlough and retired	37,125	0	3
				Bank for sundry loans	350,000	0	0
				Balance 1st March 1799	805,938	0	7
	£10,736,214	4	3		£10,736,214	4	3

April 15th—Several weeks having elapſed without the arrival of any coals in London, they got up to the enormous price of £6 per chaldron. And now, on the arrival at once of 240 ſhips, the beſt coals ſtill kept up ſo high as 47*ſ* in the Pool.

May 4th—In the ſouth part of India a new war had broke out between the Eaſt-India company and Tippoo, the ſultan of Myſore, which was now terminated by the capture of Seringapatam and the death of the ſultan, who was found lying under a heap of his ſlaughtered ſubjects. His dominions were immediately divided between the Company, the Nizam, the Mahrattas, and an infant deſcendent of the antient rajahs of Myſore. Tippoo's ſons were removed into the Carnatic, where they are to be ſupported handſomely in a private ſtation: and all the other perſons of his family and kindred, and alſo all his principal officers, have ſuitable proviſions ſettled upon them. The extinction of this formidable monarchy, it is expected, will eſtabliſh 'the peace and ſafety of 'the poſſeſſions in India on a durable foundation of genuine ſecurity.'

Auguſt 19th—The Dutch colony of Surinam in South America ſurrendered to the Britiſh forces without attempting to make any reſiſtance.

October—During the war Hamburgh had, almoſt excluſively, enjoyed the trade of ſupplying a great part of the continent of Europe with ſugar, coffee, and other Weſt-India produce, imported from Great Britain. Such advantages in trade too frequently excite a ſpirit of overtrading and ſpeculation, which generally produces embarraſſments and

bankruptcies. Theſe took place in Hamburgh to the alarming amount of about three millions ſterling, and involved many Britiſh merchants in much perplexity and diſtreſs, which did not, however prevent them from ſending over £140,000 to ſupport their commercial friends in Hamburgh. The money was put onboard a ſhip of war, which was unfortunately caſt away upon the coaſt of Holland (October 9th): and the whole loſs fell upon the underwriters, who, thinking the riſk next to nothing, had taken it at a very low premium.

October 12th—The merchants of Liverpool appear to have ſuffered more by the ſtagnation of the ſugar trade than thoſe of any other place in this kingdom; and the parliament thought it neceſſary to grant them ſome relief. The expedient, which had proved ſo beneficial ſome years before, was on this occaſion again reſorted to. Commiſſioners were appointed and authorized to accommodate the merchants of Liverpool and Lancaſter, who ſhould apply to them, with exchequer bills to the amount of £500,000 on nearly the ſame terms which were preſcribed in the year 1793. [39, 40 *Geo. III*, *c.* 5]

The parliament gave the diſtillers a temporary permiſſion to uſe ſugar and melaſſes, and allowed them a diſcount of $4\frac{3}{4}d$ out of certain duties, amounting to $1/2\frac{3}{4}$, payable upon ſpirits made from melaſſes or ſugar in England, with a proportionable allowance for ſpirits made partly of thoſe materials and partly of corn. They alſo totally prohibited the uſe of wheat in England, and of all kinds of corn in Scotland, for the manufacture of ſpiritous liquors. And as it was fully as neceſſary to leſſen by every means the conſumption of corn as to promote the conſumption of ſugar, they allowed foreign ſtarch to be imported, on paying a duty reduced from £5 : 5 : 8 to £3 : 19 : 4 per hundredweight, till the 20th of September 1800. [*cc.* 7, 8] The permiſſion to diſtill from ſugar was continued till the 1st of July 1801 by a ſubſequent act of this ſeſſion.

The following acts were continued for limited times, viz.

The act for admitting certain articles of merchandize imported in neutral veſſels, continued till 20th February 1800.

The act authorizing his Majeſty to make regulations for the trade of the Cape of Good Hope, continued till 20th February 1800.

The act enabling his Majeſty to permit the importation of goods in neutral veſſels, continued till 20th February 1800.

The act enabling his Majeſty to prohibit the exportation and permit the importation of corn, and for allowing the importation of other articles of proviſion without paying duty, continued till 30th September 1800. [*c.* 9]

The three firſt of theſe were further continued (19th February 1800) till forty days after the commencement of the next ſeſſion of parliament. [*c.* 17]

The very great quantity of ſugar produced in the Britiſh Weſt-Indies by the influence of a ſeaſon uncommonly favourable, together with the late increaſed application of capital and of mercantile and agricultural

exertion, which had been conſidered as a fountain of wealth and proſperity to all connected with the Weſt-Indies, turned out a conſiderable cauſe of the hardſhips under which the Weſt-India merchants now laboured. The importation was ſo very much beyond the demand, which for foreign countries was leſſened by the convulſed ſtate of Europe, by the bankruptcies in Hamburgh, the principal market on the continent, and by the operation of the late act for diminiſhing the drawback, that it was impoſſible to ſell at any price not abſolutely ruinous; and many of the importers were rendered unable to advance the duty payable upon landing, notwithſtanding that the bank gave the moſt liberal accomodation by enlarging their diſcounts.—The parliament therefor enacted, that, till the 1st of April 1800, Britiſh-plantation ſugar might be lodged in warehouſes, to be appointed by the commiſſioners of the cuſtoms, under the joint locks of his Majeſty and the importers, on giving bond for the duties, payable upon taking out the ſugars, or, at fartheſt, in ſix months after date; failing which, the commiſſioners of the cuſtoms are authorized to ſell them by auction. They alſo allowed the whole of the drawbacks granted by former acts on the exportation of ſugar, and permitted ſugar imported by the Eaſt-India company to be exported, without payment of the duty impoſed in the preceding ſeſſion, till the 5th of January 1800, and further till the 5th of May, if the price of ſugar, including the duty, on an average of ſix preceding weeks be under 70/ per hundredweight. [*c.* 12]

In September three French frigates of 32, 40, and 44, guns, having onboard 1000 ſoldiers, and attended by gun-boats, went upon the coaſt of Africa, where they took ſix ſhips belonging to Liverpool, carrying from 16 to 26 guns, and a veſſel belonging to Barbados, together with ſeveral veſſels belonging to Portugal and the United ſtates of America. As ſome compenſation for ſuch a ſweeping capture, two Spaniſh frigates, with near three millions of dollars and valuable cargoes onboard, were taken in October by a ſquadron of Britiſh ſhips of war.

The Greenland whale fiſhery was uncommonly ſucceſsful this year. The Hull ſhips, in particular, caught a prodigious number of whales and ſeals, and alſo ſome bears and ſea unicorns. Nor was the unuſual abundance of whales confined to the Greenland ſeas: about 200 ſmall ones, from 8 to 20 feet long, ran themſelves aground at Treſta ſound in Fetlar, one of the Shetland iſlands, and afforded a good prize to the natives.

The herring fiſhery on the coaſt of Sweden, which for a conſiderable number of years had been remarkably abundant, was ſo very ſcanty this year, that the exportation of herrings was prohibited till November 1800: and the ſupply being found inſufficient for the home conſumption of the Swedes, they even imported ſome from Scotland.

In the year 1793 the herrings were found to be more abundant in the Firth of Forth than they had been known for many years bypaſt. In 1794 conſiderable quantities of ſalt, barrels, &c. were provided, and

houſes for making red herrings were erected. In that and the following years the Firth was covered with fiſhing veſſels, not only from the adjacent ports, but from every part of Scotland, the coaſt of England as far as Briſtol, and alſo Ireland, thoſe from the weſt coaſt and from Ireland being conveyed acroſs the country by the Forth-and-Clyde canal: and the animating appearance of about 360 ſailing veſſels and 1,200 boats, all buſily engaged in the fiſhery, together with the crowds of gutters, ſalters, coopers, and other people employed by it upon the ſhore, recalled the remembrance of antient times, when the numerous towns upon the coaſt of Fife were enlivened and enriched by the herring fiſhery *. The revival of this great fiſhery, which was calculated to produce annually about half a million of barrels of herrings †, afforded a moſt providential ſupply of cheap and wholeſome food to the adjacent country, and all places to which they could be carried by the higglers, in thoſe years when the price of bread was moſt exorbitant. Even the London market was ſupplied by the faſt-ſailing Berwick ſmacks with freſh herrings from the Forth by means of the excellent contrivance of packing fiſh in ice: and prodigious numbers were alſo carried in a ſlightly-ſalted ſtate ‡ to London and other places. Though the people of the eaſt ſide of Scotland were not now ſo expert in curing their herrings as thoſe of Campbelltown, Rothſay, Greenock, Stornoway, and the weſt coaſt in general §, great quantities of the herrings cured in the Forth were carried to the Weſt-Indies for the uſe of the plantation negroes: and conſiderable quantities of the red herrings were alſo exported.

As all theſe methods of diſpoſing of the fiſh could not take off the whole of them, the remainder were moſtly boiled for oil: and by a new proceſs, invented by Mr. Crooks of Edinburgh and Sir John Dalrymple, herrings, and any other fiſh, even in a putrid ſtate, are made into ſoap by a mixture of turpentine and other materials; an invention which may in time reduce the price of that univerſally-neceſſary article.

About the end of this year a cargo of coals, ſaid to be of an excellent quality, was ſhipped at Coal river, about 100 miles north of Port Jackſon in New South Wales, for Bengal.

This year the once-powerful, and eminently proſperous, Dutch Eaſt-India company made the laſt payment to the proprietors of their ſtock, and that only of dividends in arrears. As the commerce of that company was now ſuſpended, this ſeems to be the proper place to lay before the reader

* In the Firth of Forth the herrings ſwim near the north ſhore, which gives the fiſhermen of Fife, eſpecially in the wide part of the Firth a great advantage over thoſe of the oppoſite ſhore.

† The cuſtom-houſe accounts of the fiſhery exhibit only the herrings *cured* in Scotland, without taking any cognizance of thoſe caught by veſſels from England and Ireland, of the vaſt numbers conſumed freſh in the country, or thoſe carried to London and other parts of Great Britain.

‡ Theſe herrings, when waſhed from the ſalt, were as freſh as one would chuſe to have them for eating, and of a quality far ſuperior to thoſe uſually ſold in London, though inferior to thoſe of Loch Fyne and ſome other parts of the weſt coaſt.

§ This year ſome herrings from Stornoway ſold for about £2 ſterling per barrel at Hamburgh, where a cargo from Leith ſold at a third of that price. But thoſe carried thither by the fiſhermen of Altona, and cured in the Dutch manner, ſold for £5.

A complete Account of the dividends and prices of stock of the Dutch East-India company for every year, as far back as they are accurately known.

Years.	Dividends, rate per cent.	In what manner paid.	Years.	Dividends, rate per cent.	In what manner paid.	Years.	Dividends, rate per cent.	Fluctuations in the price of stock.
1605	15	Money	1649	30	Money	1700	25	
1606	75	ditto	1650	20	ditto	1701	25	
1607	40	ditto	1651	15	ditto	1702	25	
1608	20	ditto	1652	25	ditto	1703	25	
1609	25	ditto	1653	12½	ditto	1704	25	
1610	* 50	ditto	1654	15	ditto	1705	25	
1611	0		1655	12½	ditto	1706	25	
1612	57½	ditto	1656	27½	ditto	1707	25	
1613	0		1657	0		1708	25	
1614	0		1658	40	ditto	1709	25	
1615	42½	ditto	1659	12½	ditto	1710	25	
1616	62½	ditto	1660	40	ditto	1711	25	
1617	0		1661	25	ditto	1712	15	
1618	0		1662	0		1713	30	
1619	0		1663	30	ditto	1714	33⅓	
1620	37½	ditto	1664	0		1715	40	
1621	0		1665	27½	ditto	1716	40	
1622	0		1666	0		1717	40	
1623	25	Cloves	1667	0		1718	40	
1624	0		1668	12½	ditto	1719	40	
1625	20	Money	1669	12½	ditto	1720	40	
1626	0		1670	40	ditto	1721	33⅓	
1627	12½	ditto	1671	45	ditto	1722	30	
1628	0			15	ditto	1723	12½	654 to 631
1629	25	ditto	1672	15	ditto	1724	15	603 .. 654
1630	0		1673	33⅓	Bonds	1725	20	614 .. 660
1631	17½	ditto	1674	0		1726	25	658 .. 563
1632	0		1675	0		1727	20	560 .. 658
1633	12½	ditto	1676	25	Money	1728	15	655 .. 612
	20	ditto	1677	0		1729	25	628 .. 679
1634	0		1678	0		1730	25	715 .. 650
1635	20	ditto	1679	12½	Bonds	1731	25	692 .. 742
	12½	Cloves	1680	25	ditto	1732	25	779 .. 711¼
	12½	ditto	1681	22½	ditto	1733	25	644 .. 788
1636	12½	ditto	1682	33⅓	ditto	1734	25	754 .. 647
	12½	ditto	1683	0		1735	25	645 .. 714
1637	15	ditto	1684	0		1736	20	756 .. 675
	25	ditto	1685	40	Money	1737	15	532 .. 586½
1638	10	Money	1686	12½	ditto	1738	15	585 .. 534
	25	ditto	1687	20	ditto	1739	15	494 .. 572
1639	0		1688	33⅓	ditto	1740	12½	506 .. 403
1640	15	Cloves	1689	33⅓	ditto	1741	12½	391 .. 439
	25	Money	1690	40	ditto	1742	12½	403 .. 350
1641	15	Cloves	1691	20	ditto	1743	12½	350 .. 434
	25	ditto	1692	25	ditto	1744	15	407 .. 464½
1642	50	Money	1693	20	ditto	1745	15	470½ .. 420
1643	15	Cloves	1694	20	ditto	1746	20	368 .. 450
1644	25	ditto	1695	25	ditto	1747	20	434 .. 369
	20	Money	1696	15	ditto	1748	20	366 .. 455
1645	0		1697	15	Bonds	1749	25	423 .. 495
1646	22½	ditto	1698	15	ditto	1750	25	489 .. 594
	25	ditto		15	ditto	1751	25	603 .. 575
1647	0		1699	20	Money this year,	1752	25	580 .. 546½
1648	25	ditto		15	and all after.	1753	20	559½ .. 534
1754	20	555½ to 507½						
1755	20	515½ .. 407½						
1756	20	404½ .. 446						
1757	20	555½ .. 507½						
1758	15	458 .. 396						
1759	15	386½ .. 417						
1760	15	414 .. 378						
1761	15	390 .. 335						
1762	15	323 .. 379						
1763	15	407 .. 353½						
1764	15	374 .. 406						
1765	17½	406 .. 585						
1766	20	593 .. 546						
1767	20	580½ .. 503						
1768	20	518 .. 455						
1769	20	472 .. 410						
1770	15	412 .. 325						
1771	12½	314 .. 386						
1772	12½	369 .. 326						
1773	12½	323 .. 363						
1774	12½	336 .. 363						
1775	12½	340 .. 357						
1776	12½	340 .. 359						
1777	12½	355 .. 382						
1778	12½	380 .. 340						
1779	12½	357 .. 322						
1780	12½	328 .. 323						
1781	12½	Sinking from 300 to 170						
1782	12½							
1783	12½							
1784	12½							
1785	12½							
1786	12½							
1787	12½							
1788	12½							
1789	12½							
1790	12½							
1791	12½							
1792	12½							
1793	12½							
1794	12½							
1795	12½	After 1795 the stock fell to 50, except a momentary flart to 130.						
1796	12½							

* According to other accounts, there were three dividends in 1610, viz. 75 per cent in mace, 50 in pepper, and 7½ in money; 132½ per cent in one year! But fuch irregular and prodigious dividends in the early times of this company proceeded almoft entirely from the plunder of fucceſsful privateering adventures, while the fair profits of trade were conſidered as objects of ſubordinate attention.

The dividends of the year 1795 and 1796 were not paid till 1799, and only to thoſe perſons who produced certificates of their having taken ſhares in a loan raiſed by the company in the year 1790. After that time no dividends have been paid. [*Letter from Amſterdam in May* 1802]

During above a century bypaſt the ſtock-holders have been taxed four and a half per cent, whereby their lateſt dividends have been reduced to eight per cent of real income; a poor return for thoſe who have bought at five or ſix hundred.

Sir John Sinclair's great and important national work, *the Statiſtical account of Scotland, drawn up from the communications of the miniſters of the different pariſhes*, begun in the year 1791, was finiſhed this year in twenty-one volumes octavo. It contains a more copious and complete account of that kingdom than Domeſday book does of England: and it muſt give pleaſure to every friend to the general proſperity of the Britiſh empire to ſee, by the compariſons of the paſt and preſent ſtate of the pariſhes, how much the country has improved, and is ſtill improving, in agriculture, manufacture, and commerce, and conſequently in population, during the laſt half of the eighteenth century *.

By order of parliament, Mr. Irving, the inſpector-general of the imports and exports, made up the following

Account of the total value, agreeable to the estimates of the inspector-general's books, of the woolen manufactures exported from Great Britain in the last ten years.

	1790	1791	1792	1793	1794	1795	1796	1797	1798	1799
	£	£	£	£	£	£	£	£	£	£
Denmark & Norway	18,637	60,829	41,659	22,970	29,249	27,927	38,198	43,377	21,983	29,959
Russia	76,744	134,224	182,353	82,401	71,636	129,135	153,985	120,138	136,867	149,789
Sweden	2,037	3,483	17,713	2,011	8,071	2,829	2,812	15,807	218	600
Poland	911	3,695	3,511	1,881	1,091	1,228	1,094	567	1,246	1,218
Prussia	9,519	13,857	18,040	17,769	19,268	27,479	133,903	159,999	34,846	39,296
Germany	223,226	255,303	271,638	217,193	330,024	503,706	594,898	641,098	463,019	427,053
Holland	306,414	313,845	367,583	265,565	217,381	.. ..	126	7,712	94	175
Flanders	117,779	124,239	117,151	72,703	51,585	.. ..	27			
France	95,827	96,840	155,134	42,855	.. ..	.. ..	.. ..	631		
Portugal & Madeira	382,038	434,375	465,373	376,171	335,811	368,660	425,038	401,920	488,469	568,788
Spain & Canaries	407,464	346,367	472,221	259,849	265,036	191,203	262,192	26		
Straits & Gibraltar	119,494	130,336	80,774	20,607	23,586	16,696	24,144	6,910	34,860	31,774
Italy & Venice	446,359	517,178	386,631	165,040	181,285	274,095	295,374	2,651	26,739	47,410
Turkey	15,070	41,095	34,334	9,078	6,395	12,228	28,580	3,056	13,927	47,398
Ireland	394,720	499,793	490,271	178,071	308,759	458,938	555,963	360,600	583,964	916,190
Mann	3,382	3,753	4,737	3,141	4,163	1,535	3,004	3,963	6,328	4,737
Guernsey, &c.	8,372	4,784	9,058	2,545	1,619	2,967	1,706	2,156	1,939	3,744
America: Br. colonies	156,192	132,997	185,681	147,631	186,787	196,876	224,649	232,329	232,869	324,739
America: United states	1,481,378	1,621,796	1,361,753	1,032,954	1,391,877	1,982,318	2,294,942	1,901,986	2,399,935	2,803,490
West-Indies, Br. &c.	226,921	288,722	319,329	311,546	368,261	350,595	382,260	465,990	1,482,457	552,726
East-Indies	530,614	377,815	362,509	530,307	491,152	587,054	543,387	446,629	351,475	668,161
Africa	167,528	99,696	165,204	44,237	97,871	67,403	44,842	118,800	218,095	259,683
Totals †	5,190,637	5,505,034	5,510,668	3,806,536	4,390,920	5,172,884	6,011,133	4,936,355	6,499,339	6,876,939

* It was apparently in conſequence of the multiplied repreſentations, in this great collection, of the hardſhips of the partial tax upon water-borne coals with its concomitant inſuperable cuſtom-houſe difficulties, and the ſervitude of thirlage (adſtriction to the over-lord's mill), that theſe oppreſſions have been aboliſhed by parliament. It may be hoped that the removal of other grievances, and particularly the hardſhips of the ſalt laws, and the difficulty of obtaining wholeſome malt liquor, with the too great facility of obtaining pernicious ſpiritous liquor, will not long be overlooked by an enlightened legiſlature.

† In copying this account the ſhillings and pence are omitted: and thence there is ſome difference between the particular ſums and the totals, wherein the amount of them is included.

The following is an Account of the veſſels belonging to the Britiſh dominions, with their regiſtered tunnage and uſual number of men, on the 30th of September 1799.

	Vessels.	Tuns.	Men.
England	11,487	1,337,181	99,309
Scotland	2,031	148,110	12,413
Ireland	999	49,825	4,835
Colonies	2,996	201,743	15,982
Guernsey, Jersey, &c.	139	10,810	1,497
Mann	227	5,146	1,210
Total	17,879	1,752,815	135,237

There were built and registered in the several ports in the British dominions, in the course of this year,

858 vessels measuring 98,044 tuns.

The net revenue of the customs, paid into the exchequer in the course of this year, was

from the custom-house in London	£7,186,614	0	0
from the custom-house in Edinburgh	312,000	0	0
the West-India duty of four and a half per cent	39,741	6	1
Total net revenue of the customs of Great Britain	£7,538,355	6	1

There were coined in the mint, in the course of this year,

9,630 pounds of gold, value	£449,961	15	0

and no silver.

According to an account made up at the bank of England, the average amount of the bank notes in circulation, during each quarter of this year, was as follows.

	Notes of £5 and upwards.	Notes of £2 and £1.
from 25th December . to . 25th March . .	£11,585,210	£1,627,250
25th March . . . . . 25th June . . .	12,118,690	1,601,570
25th June . . . . . 25th September	12,155,360	1,604,580
25th September . . . . 25th December	12,335,920	1,671,040

The official value of the imports and exports of Great Britain during the year 1799 was as follows.

Countries, &c.	Imported into ENGLAND.	Imported into SCOTLAND.	Exported from ENGLAND. British merchandize.	Exported from ENGLAND. Foreign merchandize.	Exported from ENGLAND. Total.	Exported from SCOTLAND. British merchandize.	Exported from SCOTLAND. Foreign merchandize.	Exported from SCOTLAND. Total.
Denmark & Norway	£142,245 3 2	£51,790 17 0	£180,247 4 0	£148,263 13 11	£328,510 17 11	£13,793 19 2	£2,439 15 10	£16,233 15 0
Russia -	2,016,903 13 2	645,351 13 4	403,432 19 1	334,148 7 8	737,581 6 9	25,177 13 7	6,951 1 2	32,128 14 9
Sweden -	305,525 10 4	42,357 6 1	20,840 13 0	19,076 1 8	39,916 14 8	5,279 8 3	5,384 11 7	10,663 19 10
Poland -	261,066 2 0	9,621 11 0	32,247 6 7	18,816 12 9	51,063 19 4			
Prussia -	699,563 3 1	84,682 1 8	179,184 14 3	109,782 7 2	288,967 1 5	840 0 3	1,864 0 0	2,704 0 3
Germany -	2,613,809 7 11	206,324 18 1	1,854,476 11 11	6,587,596 14 6	8,442,073 6 5	178,091 6 11	53,133 0 3	231,224 7 2
Holland -	158,187 7 3	42,245 9 10	4,931 16 4	12,720 10 7	17,652 6 11			
Flanders -	12,355 13 9	.. .. ..	215 0 0	14,021 4 2	14,236 4 2			
France -	29,930 6 8	.. .. ..	570 15 0	8,332 11 0	8,903 6 0			
Portugal -	910,831 4 5	136,222 16 2	948,420 10 1	117,246 5 8	1,065,666 15 9	5,095 9 3	2,649 4 0	7,744 13 3
Madeira -	14,913 8 6	.. .. ..	92,434 16 3	18,747 18 7	111,182 14 10			
Spain -	416,767 19 4							
Canaries -	13,078 9 9	.. .. ..	5 0 0	.. .. ..	5 0 0			
Straits -	3,957 17 3							
Gibraltar -	59,034 10 5	.. .. ..	289,764 15 3	68,296 10 9	358,061 6 0	120 14 0	602 10 6	723 4 6
Italy -	181,400 0 0	2,214 12 2	179,096 14 4	174,232 4 9	353,328 19 1	14,898 11 9	2,817 10 11	17,716 2 8
Venice -	40,992 11 1	.. .. ..	2,376 5 7	14,831 13 2	17,207 18 9			
Turkey -	33,091 3 1	.. .. ..	112,065 18 9	114,012 18 1	226,078 16 10			
Ireland -	2,445,079 1 5	325,652 17 9	2,195,398 19 1	1,590,696 14 4	3,786,095 13 5	210,600 2 9	90,290 12 8	300,890 15 5
Mann -	48,550 0 1	786 14 0	28,709 8 4	24,404 17 3	53,114 5 7	1,445 15 0	.. .. ..	1,445 15 0
Guernsey, &c.	179,987 12 6	10,965 13 9	180,091 6 10	78,175 15 6	258,267 2 4	2,985 11 0	139 15 0	3,125 6 0
Greenland -	111,188 7 0	23,721 1 7	.. .. ..	503 14 0	503 14 0			
America. United states	1,635,380 3 8	183,561 10 0	6,260,782 18 6	332,930 1 6	6,593,713 0 0	435,438 10 3	27,407 8 0	462,845 18 3
America. British colonies	255,157 7 5	78,168 16 10	1,130,240 16 7	273,082 4 8	1,403,323 1 3	179,551 14 0	45,957 4 8	225,508 18 8
West-Indies. British -	6,258,665 12 7	494,920 16 4	4,914,641 11 11	776,381 14 3	5,691,023 6 2	545,435 19 1	58,239 7 2	603,675 6 3
West-Indies. Foreign	703,710 10 7	15,002 1 6	140,120 5 7	24,631 0 4	164,751 5 11			
Asia -	4,284,805 9 10	.. .. ..	2,276,198 2 11	157,796 15 1	2,433,994 18 0			
New Holland -	.. ..	.. .. ..	2,702 7 6	148 17 10	2,851 5 4			
Africa -	73,522 3 9	.. .. ..	757,828 2 7	564,599 17 1	1,322,427 19 8			
Cape of Good Hope	35,680 3 0	.. .. ..	277,035 11 6	9,196 15 0	286,232 6 6			
Sierra Leona -	3,587 11 7	.. .. ..	1,397 13 10	16,566 0 11	17,963 14 9			
Prize goods -	534,873 14 7							
Totals -	24,483,841 9 2	2,353,590 17 1	22,465,458 5 7	11,609,240 2 2	34,074,698 7 9	1,618,754 15 3	297,876 1 9	1,916,630 17 0

Summary.

		Imports	Exports: *British merchandize.*	Exports: *Foreign merchandize.*	Exports: *Totals.*
England		£24,483,841 9 2	£22,465,458 5 7	£11,609,240 2 2	£34,074,698 7 9
Scotland		2,353,590 17 1	1,618,754 15 3	297,876 1 9	1,916,630 17 0
Totals -		£26,837,432 6 3	£24,084,213 0 10	£11,907,116 3 11	£35,991,329 4 9

But the real marketable value, as stated to parliament by Mr. Irving, the inspector-general, was

Imports from Asia	£ 8,918,248 0 0	Exports of British merchandize	£38,942,498 0 0
and from all other countries ..	40,083,922 15 4	and of foreign merchandize	11,347,692 15 5
	£49,002,170 15 4		£50,290,190 15 5

The following is an Account of the number of veſſels with their tunnage and men, including their repeated voyages, which entered inward, and cleared outward, in the ports of Great Britain, during the year 1799.

ENGLAND.												Countries, &c. from and to.	SCOTLAND.											
Inward.						Outward.							Inward.						Outward.					
British.			Foreign.			British.			Foreign.				British.			Foreign.			British.			Foreign.		
Veſſels.	*Tuns.*	*Men.*	*Veſſels.*	*Tuns.*	*Men.*	*Veſſels.*	*Tuns.*	*Men.*	*Veſſels.*	*Tuns.*	*Men.*		*Veſſels.*	*Tuns.*	*Men.*	*Ves.*	*Tuns.*	*Men.*	*Veſſels.*	*Tuns.*	*Men.*	*Ves.*	*Tuns.*	*Men.*
78	9 719	655	740	134,266	7,481	277	51,561	2,721	627	117,602	6,220	Denmark & Norway	35	2,151	131	241	29,699	1,882	51	5,169	308	115	16,478	984
532	122,382	5,491	10	3,128	152	308	71,866	3,451	144	29,698	1,145	Ruſſia	241	27,949	1,581	1	111	6	100	12,194	733	2	191	11
12	1,452	83	..	..	..	3	412	26				Courland	2	272	13	..	..	..	2	186	11			
100	19,992	903	2	340	18	54	9,919	479	1	52	5	Livonia												
49	7,358	381	238	38,348	2,185	48	7,780	391	135	24,678	1,356	Sweden	60	4,778	307	7	940	58	53	4,801	291	8	1,035	65
34	5,784	302	5	890	41	9	1,478	72	2	409	19	Poland	20	2,264	119	..	..	..	18	2,018	113			
364	74,938	3,455	656	83,041	3,783	224	43,702	2,152	525	68,467	3,181	Pruſſia	112	17,434	909	20	2,615	145	29	4,901	244	14	1,685	98
88	19,048	829	97	19,629	892	41	8,155	388	23	5,605	247	Dantzik	2	95	8	..	..	..	2	95	8			
118	15,919	1,313	71	7,218	436	169	28,609	1,501	102	13,988	737	Germany	67	6,975	380	1	54	5	63	5,843	367	2	108	7
27	3,683	194	35	4,489	229	38	5,742	314	21	2,652	137	Bremen												
220	38,306	1,886	53	12,646	552	194	31,363	1,718	77	13,364	658	Hamburgh	4	278	21	1	65	5						
134	33,258	1,581	84	7,017	457	7	879	63	28	1,527	131	Holland	..	..	..	21	1,682	100						
..	.. ..	..	9	528	36	..	.. ..	..	4	214	17	Flanders												
2	228	13	60	4,484	356	..	.. ..	..	32	1,548	199	France	1	87	5									
320	49,567	2,728	54	6,851	386	161	24,104	1,419	75	15,753	857	Portugal												
6	348	28	5	537	35	11	939	73	4	478	30	Azores	54	7,190	421	3	208	17	19	2,484	158			
3	590	30	1	64	9	5	677	44	10	1,727	138	Madeira												
..	.. ..	..	149	22,675	1,296	3	274	32	51	10,130	558	Spain	..	..	..	1	206	8						
..	.. ..	..	8	998	57	..	..	..	1	108	8	Canaries	..	..	..	..	..	..				1	168	6
46	9,195	509	1	201	15	52	8,328	550	3	1,188	56	Straits and Gibraltar	..	..	..	..	..	..	1	370	19			
2	675	32	..	..	..	5	781	92				Minorca												
3	417	66	7	922	63	36	4,570	500	5	865	66	Italy	..	..	..	..	..	..	9	946	77			
..	.. ..	..	..	..	..	..	.. ..	..	1	250	15	Genoa												
5	868	73	12	1,913	111	7	1,148	77	4	913	57	Leghorn												
..	.. ..	..	2	296	21	2	254	15	1	213	16	Naples												
18	2,271	143	15	2,556	140	1	109	15	1	229	11	Sicily	1	123	9									
1	248	24	5	750	45	3	394	34	4	872	86	Venice												
2	265	27	1	500	14	6	1,624	139	7	2,197	177	Turkey												
4,666	432,540	24,000	29	5,660	289	5,327	447,838	24,282				Ireland	1,079	63,290	4,720	..	..	..	1,351	79,924	5,905			
237	9,275	750	1	100	8	271	10,202	810				Mann	21	505	55	..	..	..	18	535	48			
437	29,294	2,133	3	418	19	632	40,780	2,971	1	130	11	Guernsey, &c.	8	623	36	..	..	..	8	639	34			
61	17,608	2,511	..	..	..	57	16,731	2,305				Greenland	9	2,339	335	..	..	..	10	2,629	378			
25	6,862	497	..	..	..	26	7,483	673				Southern fishery												
27	6,641	484	316	69,866	4,102	43	11,401	885	332	74,186	5,236	America. United states	15	3,155	302	27	5,359	287	14	2,866	245	22	4,497	250
133	21,869	1,365	..	..	..	196	29,203	2,113				America. British colonies	33	5,388	342	..	..	..	58	9,568	955			
3	785	86	..	..	..	3	850	86				America. Hudson's bay												
3	610	30	3	921	58	2	504	51				America. Honduras												
604	165,623	10,647	..	..	..	489	140,476	10,417				West-Indies. British	59	13,159	940	..	..	..	77	17,061	1,484			
225	52,602	4,148	6	1,268	97	208	44,665	4,146	1	214	15	West-Indies. Conquered	21	3,639	351	..	..	..	29	5,008	474			
52	10,953	1,394	5	1,042	81	5	1,083	122	2	402	32	West-Indies. Foreign	1	231	15	1	440	18						
52	38,751	4,599	3	1,305	111	46	43,049	5,126	3	903	93	Aſia												
..	.. ..	..	..	..	..	1	380	54				New Holland												
14	2,003	228	1	120	10	185	41,778	6,225				Africa												
4	465	26	1	50	6	5	492	33	1	50	5	Barbary												
..	.. ..	..	..	..	..	1	46	10				Cape Verde												
5	852	57	..	..	..	10	3,332	244				Cape of Good Hope												
8,712	1,213,244	73,701	2,688	435,037	23,601	9,173	1,145,314	76,834	2,228	390,612	21,519		1,845	161,925	10,900	324	41,550	2,531	1,912	157,237	11,852	164	24,162	1,421

March 10th—The ſum of £20,500,000 was raiſed for the public ſervice by a loan, the ſubſcribers to which received £110 in the three-per-cent conſolidated fund, and £47 in the three-per-cent reduced fund, for every £100 paid in. [39, 40 *Geo. III, c.* 22]

A variety of additional duties of exciſe were impoſed upon home-made and foreign ſpiritous liquors. A new exciſe duty of five per cent on the ſale price was alſo impoſed on all teas ſold at or above 2/6 per pound at the Eaſt-India company's ſales. [*c.* 23]

March 25th—The uſe of wheat for making ſtarch was prohibited till the 1st of October 1800. [*c.* 25]

March 28th—Though the charter of the bank of England will not expire till the 1st of Auguſt 1813, the proprietors at a general meeting (January 9th) agreed to advance for the public ſervice, on or before the 5th of April 1800, the ſum of three millions in their own notes, on the ſecurity of exchequer bills, payable, without any intereſt, on the 5th of April 1806. In caſe the price of the three-per-cent conſolidated annuities ſhall at any time before the 5th of April 1806 be as high as eighty per cent, the bank have an option, on giving ſix months' notice to the treaſury, to receive payment with a diſcount of five per cent per annum for the time wanting of the full period of ſix years. If the exchequer bills, or any part of them, remain unpaid after the 5th of April 1806, they are to bear intereſt from that day at five per cent per annum. The parliament accepted the offer, and, in conſideration thereof, now prolonged the company's privilege for banking, excluſive of all other companies in England exceeding ſix partners, till the 1st of Auguſt 1833, and one year's notice after that day; on which, and on repayment of all debt due to the bank by the treaſury, the bank's excluſive privilege will expire *. [*c.* 28]

April 4th—There being a neceſſity for importing foreign corn, the parliament engaged to make up the prices of wheat, wheaten flour, and rice, imported in Britiſh or neutral veſſels, however navigated, to certain rates, to be regulated by the average prices of the commodities, and to operate in the nature of bounties †. [*c.* 29]

May 1st—The king was empowered to grant, till the 29th of September 1801, to any Britiſh ſubject who has exported, or given ſecurity for exporting, goods to colonies in America belonging to any foreign European power, a licence to import the produce or manufacture of ſuch colony, not being prohibited articles, in neutral veſſels, on paying the duties payable on their importation in Britiſh veſſels. Sugar and coffee,

* Mr. Thornton, one of the directors of the bank, ſaid in parliament, that the propoſal for renewing the charter originated with the directors of the bank, who ſaw ſome reaſon to apprehend an intention of erecting a rival chartered bank, and were deſirous to obtain a prevention of ſuch a meaſure as ſoon as poſſible:—N. B. If the excluſive privilege ſhall be allowed to expire on the 1st of Auguſt 1834, the bank muſt nevertheleſs remain an incorporated body till the laſt penny of the national debt is paid off.

† This ſeems to have been the kind of bounty given to the importers of corn by the Roman emperor Claudius, who has thence been erroneouſly called the inventor of maritime inſurance. See *V.* i, *p.* 151.

ſo imported, may be warehouſed for exportation, but muſt not be conſumed in this kingdom. [*c.* 34]

A bounty, ſimilar to that already granted on the importation of wheat, &c. (by c. 29) was now granted on the importation of oats, to be continued till 1st October 1800. [*c.* 35]

May 16th—The act, 39 Geo. III, c. 59, was repealed ſo far as it concerns ſaltpetre; and the duties on that article are henceforth to be paid as before that act was paſſed. [*c.* 38]

The parliament enacted, that bills, falling due on Good Friday, ſhould be paid on the preceding day. [*c.* 42]

May 30th—The following acts were continued for limited times, viz.

The act for granting a bounty on the exportation of linens, continued till 24th June 1801.

The acts for making, and for further encouraging the manufacture of, Britiſh ſail-cloth, and for ſecuring the duties on foreign ſail-cloth, continued till 29th September 1804.

The act for granting bounties on the Newfoundland fiſheries, continued till 1st January 1802.

The act for the encouragement of the Greenland fiſhery continued till 25th December 1801. [*c.* 45]

May 30th—The operation of a temporary act, paſſed in the year 1795, for the eaſy and expeditious recovery of ſmall debts in Scotland, having been found beneficial, the parliament now rendered it perpetual, under the following regulations. Two juſtices may determine cauſes for ſums not exceeding £5 ſterling on hearing the allegations of the parties and the evidence of their witneſſes, no perſon practiſing the law being permitted to plead. A table of the fees preſcribed by the court muſt be hung up in every place where a court is held. The magiſtrates of Edinburgh, who were empowered by a charter in the year 1636 to determine cauſes within their own juriſdiction not exceeding ten marks Scottiſh money (11/1⅓ ſterling), are now empowered to decide on all ſuch cauſes not exceeding £40 Scottiſh, or £3 : 6 : 8 ſterling *. [*c.* 46]

May 30th—The duties on coffee and ſugar exported, granted by the act 39 Geo. III, c. 63, were repealed; and the parliament ordered that thoſe, which had fallen due after the 13th of October 1799, ſhould not be paid. The commiſſioners of the cuſtoms are directed to take bonds for the duties upon Britiſh-plantation ſugar, which muſt be lodged in warehouſes, approved by the commiſſioners, till the duties are paid, with intereſt at five per cent reckoned from the date of the bond. —The drawbacks on ſugar exported, which had been withheld by the acts 36 and 39 Geo. III, were now allowed on all ſugars ſhipped between 5th May and 10th November 1800; and alſo the duty on Eaſt-India ſugar exported from the warehouſes was now diſcontinued. In caſe of the average price of muſcovado ſugar being under 75*s* for ſix weeks pre-

4 * A ſum probably not more than equivalent to ten marks in 1636.

ceding the 10th of November, the bounty on Britiſh plantation ſugar, and exemption from duty for Eaſt-India ſugar, exported, are continued till the expiration of this act, which is declared to be on the 10th of May 1801. [*c.* 48]

June 20th—The act, 39 Geo. III, c. 76, which impoſed a duty of 16*ſ*10 per tun on the importation of the oil or blubber of whales, &c. being found to lay a very unequal burthen on the Greenland whalers, whoſe practice it is to bring home the blubber to be afterwards boiled down to oil, whereas the Southern whalers, in the courſe of their long paſſage homeward, manufacture their oil onboard, it was now enacted, that the former ſhould pay the duty according to the quantity of oil obtained from the blubber after their arrival.—The duty of 1*ſ*2½ per pound-weight on opium imported, impoſed by the ſame act, was changed to a duty of three per cent on the value.—The duty on oil of turpentine was now fixed at 2½*d* per pound-weight, together with the duty impoſed by the act 38 Geo. III, and two duties of five per cent each, calculated upon that duty.—The duties upon the importation of tar were now fixed as follows.

	Duty.	Drawback.
Tar not produced in the British dominions, imported in a British vessel, per last of 12 barrels of 31½ gallons each	9*ſ*4	8*ſ*4
— if imported in a foreign vessel	10*ſ*	8*ſ*4
Tar produced in the British dominions.	8*ſ*3	7*ſ*3

There are alſo payable upon tar, beſides the duty impoſed by the act 38 Geo. III, two other duties of five per cent each, calculated upon that duty.—Burr ſtones, and ſtones for paving, carried by coaſting navigation, are exempted from the duty on ſtones, impoſed by the act 34 Geo. III.—Veſſels, importing tobacco, are ordered to remove, after diſcharging their cargoes, from the place appointed for mooring the veſſels in the tobacco trade.—The owner of every veſſel having a licence, agreeable to the act 24 Geo. III, ſeſſ. 2, c. 47, muſt give bond that ſhe ſhall not anchor nor hover within the limits of any port, or within four leagues of the coaſt, or within the diſtances and ſituations deſcribed in the act 34 Geo. III, c. 50; and alſo that ſhe ſhall not be employed in any other trade than the one ſpecified in the licence. [*c.* 51]

The ſum of £826,250 was raiſed by a lottery of 60,000 tickets at £13:15:5 each. The ſum allowed for prizes was £500,000, and ſo there remained a profit of £326,250. [*c.* 52]

A bounty was allowed till the 15th of October on all rye imported, on terms ſimilar to thoſe of the bounties given on wheat, &c. by the act, c. 29. [*c.* 53]

The court of exchequer in Scotland was empowered to advance to the lord provoſt and magiſtrates of Edinburgh £25,000 of the money repaid by the proprietors of the Forth-and-Clyde canal, for the purpoſe of completing the improvements of the harbour of Leith, for which they are to pay intereſt at five per cent. The money, when repaid, is

to be employed by the court of exchequer in improving the roads in the Highlands. [*c.* 57]

The wine of the Cape of Good Hope, now under the Britiſh dominion, was allowed to be imported, on paying no higher duties than thoſe paid on Portugal wines; and ſpirits produced in the ſame ſettlement were admitted on the duty payable upon Weſt-India ſpirits. [*c.* 60]

June 30th—Though the diſtillers had lately been permitted to uſe ſugar inſtead of malt or corn, the acts prohibiting the uſe of it in brewing were ſtill in force. As a ſcarcity of corn, and a glut of ſugar, pointed out the propriety of allowing the later to be uſed inſtead of the former, wherever it could be ſubſtituted, the brewers were now authorized to uſe muſcovado ſugar for nine months enſuing, but no ſugar in any other ſtate, nor any melaſſes or honey. [*c.* 62]

A deduction of 8/4 from the duty on foreign kid ſkins imported, and of 2/9 from the drawback on exporting them, was now enacted. [*c.* 63]

Four temporary acts, relating to the admiſſion of merchandize in neutral veſſels, were continued till 1st January 1804. [*c.* 65]

An act, paſſed in the ſecond year of King James I, which prohibited the uſe of horſe hides in making boots and ſhoes, was now repealed; and a number of regulations for preſerving the hides from damage were enacted. [*c.* 66]

July 2d—In conſequence of the attempts made in Ireland to throw off all connection between that country and Great Britain, it was thought proper to revive the antient propoſal for an incorporating union between the two countries. His Majeſty, by meſſages to both houſes of the Britiſh parliament (22d January 1799), recommended the conſideration of the moſt effectual means of 'diſpoſing the parliaments of both 'kingdoms to provide, in the manner which they ſhall judge moſt ex-'pedient, for ſettling ſuch a complete and final adjuſtment as may beſt 'tend to improve and perpetuate a connection eſſential for their com-'mon ſecurity, and conſolidate the ſtrength, power, and reſources, of 'the Britiſh empire.' Though the meaſure met with very ſtrenuous oppoſition in the parliaments of both kingdoms, the UNION was finally carried by majorities in both, without any convention of commiſſioners from the two kingdoms, and now finally ratified by the royal aſſent.

Article I) From the firſt day of January 1801 the two kingdoms are united into one, by the name of *The United kingdom of Great Britain and Ireland:* the armorial enſigns, flags, &c. to be appointed by the king.

II) The ſucceſſion to the crown of the united kingdom continues limited and ſettled according to the exiſting laws, and the terms of the union between England and Scotland.

III) The united kingdom is 'repreſented in one and the ſame parlia-'ment, to be ſtiled *The parliament of the United kingdom of Great Britain* '*and Ireland.*'

IV) The Iriſh peerage is repreſented by four lords ſpiritual elected in

rotation of ſeſſions, and twenty-eight lords temporal, each elected for life, to ſit in the houſe of lords of the parliament of the united kingdom: and the commons of Ireland are repreſented by one hundred members *. Iriſh peers, not elected for the united parliament, may ſtill be elected repreſentatives of the commons of Great Britain, relinquiſhing for the time their privilege of peerage.

V) The churches of England and Ireland, as eſtabliſhed by law, are united in one proteſtant epiſcopal church, to be called *The United church of England and Ireland:* the doctrine, worſhip, &c. ſhall remain in full force for ever, as now eſtabliſhed for the church of England: and this ſhall be 'an eſſential and fundamental part of the union.' The doctrine and worſhip of the church of Scotland ſhall remain as eſtabliſhed by the acts for the Union of England and Scotland.

VI) From the firſt day of January 1801 his Majeſty's ſubjects of Great Britain and Ireland are entitled to the ſame privileges, and are on the ſame footing, as to encouragements and bounties on articles of the produce or manufacture of either country, and generally in reſpect of trade and navigation in all parts of the united kingdom and its dependencies. All produce or manufactures of either country may be carried to the other without prohibition, and without any bounties: neither ſhall any duty be charged on them, except certain permanent countervailing duties on particular articles contained in a ſchedule annexed to the act, and other duties for a term of twenty years on articles contained in another ſchedule †. The woolen goods, called old and new drapery, ſhall pay, on importation into either country from the other, the duties hitherto payable on importation into Ireland. Salt and hops, carried from Great Britain to Ireland, ſhall pay duties not exceeding thoſe hitherto paid on importation into Ireland. Coals, carried to Ireland from Great Britain, ſhall be ſubject to burthens not exceeding the former ones. Calicoes and muſlins, on importation into either country, ſhall pay the duties, hitherto charged on them when carried from Great Britain to Ireland, till 5th January 1808, after which they ſhall be reduced annually, ſo as to ſtand at ten per cent from 5th January 1816 till 5th January 1821. Cotton yarn and twiſt, on being carried to either country, ſhall pay the duties, hitherto charged on importation from Great Britain into Ire-

* By an act of the Irish parliament, partly recited in a subsequent part of this act,

Each of the thirty-two counties has two representatives	64
Dublin and Cork, each two	4
Trinity college in Dublin	1
Waterford, Limerick, Belfast, Drogheda, Carrickfergus, Newry, Kilkenny, Londonderry, Galway, Clonmell, Wexford, Youghal, Bandon-bridge, Armagh, Dundalk, Kinsale, Lisburn, Sligo, Catherlough, Ennis, Dungarvan, Downpatrick, Coleraine, Mallow, Athlone, New Ross, Tralee, Cashel, Dungannon, Port-Arlington and Enniskillen, each one	31
	100

† It was thought unneceſſary to copy the very numerous articles contained in theſe ſchedules (occupying ſeven large quarto pages), more eſpecially as every perſon connected with the trade between the two countries muſt have the ſchedules themſelves in his counting-houſe.

land, till 5th January 1808, and ſhall thenceforth be annually reduced till 5th January 1816, when they ſhall entirely ceaſe. Thoſe articles of the produce or manufacture of either country, which have hitherto paid internal duties, or are made of materials charged with duties, may be ſubjected, on importation into either country, to countervailing duties, which may be drawn back upon exportation. All articles produced or manufactured in either country, when exported through the other, ſhall be ſubject to the ſame charges as if they were exported directly from that in which they are produced or manufactured. All duties upon the importation of foreign or colonial goods into either country ſhall either be drawn back upon exportation to the other, or, if retained, the amount ſhall be placed to the credit of the country to which they are exported, ſo long as the expenditure of the united kingdom ſhall be defrayed by proportional contributions. The exiſting duty, bounty, or prohibition, with reſpect to corn, meal, &c. is to be regulated as the united parliament ſhall deem expedient.

VII) The intereſt of the national debt incurred in either kingdom before the union, and the ſinking fund for the redemption of it, are to be provided for by each kingdom ſeparately. For the future expenditure of the united kingdom, Great Britain ſhall provide fifteen ſeventeenth parts, and Ireland two, till the firſt of January 1821, after which the expenditure, except that attending the ſeparate debt of each kingdom, ſhall be defrayed in ſuch portions as ſhall be directed by parliament from time to time. The debts to be contracted in future ſhall be on the joint account of the united kingdom, and be provided for in the proportion of the contribution of each country, ſubject, however, to the modification of parliament. For twenty years after the union, a ſum equal to what has been granted by the parliament of Ireland, on an average of the ſix years preceding 1st January 1800, for the encouragement of agriculture and manufactures, or the ſupport of pious and charitable inſtitutions, in Ireland, ſhall be allowed by the united parliament for ſuch local purpoſes in Ireland.

VIII) All laws in force, and all courts of judicature eſtabliſhed, in either kingdom at the time of the union, ſhall remain, ſubject, however, to ſuch alterations as the united parliament may direct. There ſhall remain in Ireland an inſtance court of admiralty, from which an appeal may be made to the court of chancery in Ireland. Any laws of Ireland contrary to the proviſions of the act of union ceaſe to have effect. [*c.* 67]

The arguments adduced in both parliaments, for and againſt the conſequences to be expected from the union, were very ſtrong, and very zealouſly urged by men of the greateſt abilities. It remains for time to determine, whether the meaſure will, or will not, be conducive to the happineſs of both countries. It may, however, be obſerved, that, if the Britiſh empire ſhall be bleſſed with a peace of any conſiderable duration after the termination of the preſent calamitous war, and the prin-

ciple of the ſinking fund ſhall be ſacredly adhered to, ſome part of the money, thrown into the hands of individuals by purchaſes made by the commiſſioners for the reduction of the national debt, may probably find its way to Ireland, and there be employed in agricultural improvements, for which there is great room, and in manufacturing eſtabliſhments, which will have the advantage of cheaper labour, as long as the taxes in Ireland ſhall continue conſiderably lower than thoſe in Great Britain.

July 9th—Among other expedients reſorted to as remedies for the ſcarcity of paper, a method was invented of diſcharging the ink from printed or written paper, and then grinding it down and reſtoring it to the ſubſtance and form of clean paper. For the encouragement of this uſeful ſubſtitute, the parliament permitted foreign waſte paper to be imported without paying any other duty than that impoſed by the convoy act (38 Geo. III, c. 76) provided it be rendered unfit for any other purpoſe than being re-manufactured. [*c.* 70]

July 28th—All former acts, relating to the performance of quarantine by veſſels arriving from places ſuſpected of being afflicted with the plague or other contagious diſeaſes, were repealed, and new regulations enacted inſtead of them. In order to reimburſe the expence of a lazaret to be erected upon Chetney hill in Kent, the following duties were made payable after the 1st of October 1800, on every tun of the burthen of the veſſels having to perform quarantine, viz.

Vessels, whose cargo or any part thereof shall have performed quarantine in this kingdom, and shall have arrived from Turkey, the north coast of Africa, or Barbary, with clean bills of health	7/6
or if without clean bills	15/
Every vessel arriving from any other place with clean bills, if any part of her cargo shall perform quarantine in this kingdom	3/
or if without clean bills	10/
Every vessel arriving from Holland, or any other place not having a regular establishment for the performance of quarantine, and importing goods brought from Turkey, North Africa, or Barbary, which shall have performed quarantine in this kingdom	7/6
Vessels arriving under circumstances which induce the king in council to subject them to the like quarantine as if from Turkey without clean bills of health	15/
Vessels, any part of whose cargoes have performed quarantine in this kingdom, entering the port of London, to pay farther	1/

From the above duties are exempted-veſſels arriving with clean bills of health from all places, except Turkey, North Africa, and Barbary,—veſſels in ballaſt or wholely loaded with ſalt,—and veſſels having already performed quarantine at Malta, Ancona, Venice, Meſſina, or Leghorn. A variety of regulations reſpecting veſſels coming from countries liable to be viſited by the plague or other infectious diſeaſes were alſo enacted, for which it will be neceſſary to have recourſe to the act itſelf. [*c.* 80]

The time allowed for importing French wines in bottles or flaſks from

Guernſey, Jerſey, and Alderney, having expired, the permiſſion to import them in Britiſh veſſels, for ſale or private uſe, on paying the legal duties, was renewed without any limitation of time. [*c.* 83]

The act of the preceding ſeſſion, c. 100, for the encouragement of the Britiſh fiſheries, was continued in force till the 5th of April 1801. And the bounty of one ſhilling, payable on every barrel of herrings landed from any boat not entitled to the tunnage bounty, was declared payable to the fiſhers and curers of fiſh reſiding in the iſland of Mann. [*c.* 85]

The eſtabliſhment of the marine police office, which took place in July 1798 through the patriotic and benevolent exertions of Mr. Colquhoun, and under the ſanction of the executive government, was now confirmed by parliament, under the name of *The Thames police office.* Proviſion was made for the juſtices, and the clerks, officers, and people, belonging to the eſtabliſhment, the whole expenſe being limited to £8,000 a-year. And puniſhments were appointed for the various claſſes of depredators. [*c.* 87]

The abuſes which had crept into the important manufacture of cotton goods, to the great oppreſſion of the perſons employed, and great injury of the trade, induced the parliament to direct, that every difference between the maſters and the workmen in the cotton manufacture in England, reſpecting wages, damaged goods, delays, &c. ſhall be decided by arbitrators choſen by both parties, who are empowered to ſummon witneſſes, and to determine the points in diſpute within three days; failing which, they are to ſtate the points in difference to the neareſt juſtice of peace, who, within the next three days, ſhall give a final award, unleſs the parties concur in requeſting an extenſion of the time. Any maſter or workman, refuſing to appoint an arbitrator, or to ſubmit to the award, ſhall forfeit ten pounds to the party complying with the regulations of this act, or be impriſoned for at leaſt two months. [*c.* 90]

During the diſtreſs occaſioned by a ſcarcity of corn, a number of benevolent gentlemen had formed a company, whoſe object was to eſtabliſh a manufactory of flour, meal, and bread, to be ſold out at reaſonable prices. They were incorporated by parliament, and empowered to ſubſcribe a joint capital, not exceeding £120,000 in ſhares of £25 each, their profits being limited to ten per cent, and the ſurplus, if any, being at the diſpoſal of parliament. The company were limited to ſell only 120,000 ſacks (280 pounds each) of flour or meal in a year, to make only 200 ſacks into bread in a week, and to ſell not more than 1,000 quarters of wheat in any one week. The managers of the company were prohibited from dealing in corn, flour, or bread, for their own private account. The king, by an order in council, may diſſolve the company on ſix months notice. [*c.* 97]

The act of laſt ſeſſion, c. 81, for preventing unlawful combinations

among workmen, was explained and rendered more ſtrict. Maſters were alſo prohibited from entering into agreements for reducing the wages of their workmen. And maſters and workmen were required to ſubmit their differences to the deciſion of arbitrators, as directed by c. 90 of this ſeſſion for the cotton manufacturers. [*c.* 106]

The importation of Swediſh herrings, either in Britiſh veſſels, or neutral ones, navigated in any manner whatever, and from any port of Sweden, without payment of duty, was permitted till ſix weeks after the next ſeſſion of parliament. [*c.* 107] Thus were there at the ſame time laws in force for inviting the importation of foreign-cured herrings, and for giving bounties on the exportation of Britiſh-cured herrings.

Among the grants of money made at the end of the ſeſſion for a variety of purpoſes, the following may be noticed, viz.

for the forts on the coast of Africa	£20,000	0	0
for a civil establishment at Sierra Leona	4,000	0	0
for completing a pier at Douglas in Mann	255	9	0
for a coinage of copper for the colony in New South Wales	697	7	0
to the Levant, or Turkey, company	5,000	0	0

[*c.* 109]

March 25th—Two former acts, for improving the harbour of Great Yarmouth, deepening the rivers connected with it, preſerving the ſhipping from fire, and for building a bridge over the haven, were continued for a further term of twenty-one years. [*Local acts*, 39, 40 *Geo. III*, *c.* iv]

April 4th—The corporation of the Trinity-houſe of Kingſton upon Hull were empowered to licence pilots for the River Humber, to regulate the charges for pilotage, and to ſettle ſalvages for the recovery of anchors or other ſhip's ſtores found in the Humber, and alſo to ſuperintend the ballaſt lighters in that river. [*Local acts*, *c.* x]

An act was paſſed for adding two new ſtreets to the city of Aberdeen; a proof of its advancing commercial proſperity. [*Local acts*, *c.* xi]

June 20th—After a delay and oppoſition of five years, an act was paſſed for making wet docks at Wapping. The ſubſcribers were, as uſual, created a joint-ſtock company, under the name of *The London-dock company*, with power to ſubſcribe a capital of £1,200,000, and, if neceſſary, to borrow £300,000, in order to make and maintain wet docks, with quays and wharfs adjoining, having communication with the Thames near the Hermitage dock, between Bell dock and Wapping old ſtairs, and near Shadwell dock. Theſe, like the Weſt-India docks, muſt be ſurrounded by a lofty wall; and no houſes muſt be built within thirty feet of the wall. The company are veſted with the uſual powers of purchaſing the neceſſary ground and tenements, are reſtricted from being concerned in building or repairing veſſels, and in general have nearly the ſame powers, and are ſubjected to nearly the ſame reſtrictions, as

the Weſt-India dock company, particularly in not being permitted to divide above ten per cent on their capital, and in making compenſation to the owners of wharfs, &c. if they ſhall appear to have ſuffered by the trade being transferred to the docks.

The company are entitled to the following dues, payable by all veſſels entering their docks for every tun of their regiſtered burthen, viz.

Veſſels to or from any part of Great Britain or the Scottish islands	1ſ
to or from Ireland, Mann, Guernsey, Jersey, France between Ushant and Dunkirk, Flanders, Holland, the oceanic coasts of Germany, Denmark, and Norway as far as the North cape	1ſ3
to or from the Baltic above Elsineur, and the north coast of Europe beyond the North cape	1ſ6
to or from France beyond Ushant, Spain and Portugal as far as Cape S^{t}. Vincent, Newfoundland, Madeira, the Canaries, and the Azores	1ſ9
to or from Europe to the southward of Cape S^{t}. Vincent, the Mediterranean, Africa, America, and the Southern whale fishery	2ſ
to or from East-India, China and Persia	2ſ6

In conſideration of theſe duties, veſſels are entitled to room in the docks for ſix weeks, after which they muſt pay for two weeks more one farthing, and thereafter one halfpenny, per tun, every week. The dock-maſter may, however, order any light veſſel out of the docks on giving five days notice to the owners.

The company are alſo entitled to receive the ſame rates for merchandize landed or ſhipped within their premiſes, which have been paid in the port of London during the year 1798 for landing, loading, and houſing, or for ſhipping.

For twenty years after the docks are completed, all veſſels loaded with tobacco, rice not the produce of the Eaſt or Weſt Indies, wine or brandy, not the produce of the Eaſt or Weſt Indies, ſhall land their cargoes on the quays or wharfs belonging to the London docks, on penalty of forfeiture and fine; and there the duties ſhall be aſcertained. But veſſels, having not more than 20 pipes of wine, or 100 barrels of rice, may diſcharge at any other place; and veſſels bringing fruit may unload it, before they enter into the docks to diſcharge their wine, brandy, &c.

The lords of the admiralty are empowered to purchaſe the legal quays between London bridge and the Tower, with their warehouſes and other appendages, at prices, either agreed with the proprietors, or ſettled by juries. [*Local acts*, *c.* xlvii]

The duke of Bedford having laid out two new ſquares and a number of ſtreets on the ground extending from Bloomſbury ſquare northward to the new road, part of which had formerly been occupied by his own houſe and garden, two acts were paſſed for paving, lighting, watching, watering, and adorning, the propoſed ſquares and ſtreets. [*Local acts*, *cc.* xlix, l] The buildings, which are large and elegant, are carried on with great ſpirit: and they, together with another new ſquare and ſeveral new ſtreets, erected on the adjacent ground belonging to the

Foundling hoſpital and ſome private proprietors, make a great addition to the north ſide of the town.

June 30th—The royalty of the commercial and manufacturing city of Glaſgow was extended over ſome adjacent grounds; and the lord provoſt and magiſtrates were empowered to raiſe funds for ſeveral improvements in the police of the city, and alſo to divide it into wards, and make enumerations of the inhabitants. [*Local acts, c.* lxxxviii]

In conſequence of the increaſing buſineſs and proſperity of the Bank of England, additional accommodations had become neceſſary. To accompliſh theſe, the governor and company were empowered by act of parliament to purchaſe all the buildings adjacent to the Bank, bounded by Bartholomew lane, Throgmorton ſtreet, and Prince's ſtreet. [*Local acts, c.* lxxxix] The whole ſpace is now covered with buildings, executed in a ſubſtantial and elegant manner with ſolid ſtone.

July 9th—Two acts, of 3 James I and 14 George II, reſpecting the recovery of ſmall debts in London, were amended. The juriſdiction of the court of requeſts, hitherto reſtricted to debts not exceeding £2, was extended to debts of £5. Three of the commiſſioners of the court may decide on controverſies for ſums not exceeding £2, and ſeven when the matter in conteſt does not exceed £5; and they may order payment to be made by inſtallments when the debtor is not able to make it at once. [*Local acts, c.* civ]

The great increaſe of the town of Neath in Glamorgan-ſhire, in conſequence of the extenſive collieries, copper-works, ſmelting houſes, and other branches of buſineſs connected with mining, required an improvement in the harbour, the entry of which was obſtructed by a bar, and alſo regulations for pilots. Commiſſioners were therefor veſted with authority to licence pilots, regulate their payments, &c. [*Local acts, c.* cvii]

In the courſe of this ſeſſion, fifty-five acts were paſſed for improving ſtreets, roads, and bridges, throughout the kingdom; one for a canal between Graveſend and the River Medway, and ten for amending acts formerly paſſed for canals; and alſo ſeventeen for dividing, incloſing, draining, and improving, waſte and unprofitable lands.

While the propoſal for the union was under the conſideration of the Britiſh and Iriſh parliaments, a great variety of accounts, illuſtrative of the commerce and revenues of both kingdoms, were called for, from which I have extracted the following.

Account of the value, estimated at the prices current, of the merchandize imported into Great Britain, *on an annual average of the three years preceding the 5th of January* 1799, *particularizing the most important articles.*

Ashes	Pearl ashes	£137,900	Corn	Oats	£607,838
	Pot ashes	141,946		Rye	117,177
Barilla		183,274		Wheat	1,668,279
Cattle, cows, and oxen		150,192		other kinds, flour, meal	321,113

Cotton		2,391,911
Dye stuffs	Cochineal	204,660
	Indigo	696,525
	Madder	184,928
Flax, rough		603,274
Fruit, lemons, oranges		101,987
Groceries	Coffee	2,265,749
	Currants	121,349
	Pepper	295,712
	Raisins	206,870
	Rice	195,752
	Sugar, muscovado	7,126,690
	Tea	3,140,932
Hemp, rough		1,023,204
Hides	Ox or cow	153,566
	Horse, Indian, &c.	126,855
Iron, bar		947,785
Linens	Irish	2,604,009
	German	301,460
	Russia	270,482
	Other kinds	165,894
Mahogany		162,772
Oil	Train	348,872
	other kinds	106,973
India piece goods	Calicoes	683,706
	Muslins	580,541
	Prohibited	379,827
Provisions	Bacon	164,583
	Beef	409,631
	Butter	1,068,181
	Cheese	117,604
Provisions, Pork		682,376
Rags (3,285 tuns 19 cwt)		72,291
Saltpetre		178,321
Seeds	Clover	122,180
	Linseed	165,338
Ships hulls and materials		93,493
Silk	Bengal, raw	242,614
	China, raw	113,781
	Italian, raw	104,348
	Thrown	401,246
Skins	Deer, in hair	138,743
	Calf, raw and tanned	127,545
	Beaver	88,743
	other kinds	230,282
Spirits	Brandy	420,539
	Geneva	96,627
	Rum	751,798
Tallow		843,966
Tar		124,781
Tobacco		1,024,266
Wine	French	141,207
	Madeira	23,798
	Port	591,909
	Spanish	218,681
Wood		1,557,713
Wool, Spanish		621,423
Yarn, linen		950,113
Total, including articles not particularized, whereof no one amounted to £100,000		42,689,108

An Account of the value, estimated at the prices current, of the British merchandize exported from Great Britain, *on an annual average of three years preceding the 5th of January* 1799, *particularizing the most important articles, and distinguishing the exports to Ireland.*

		Exported from Great Britain to		
		Ireland.	All other parts.	Total.
Native products	Bark, tanners	£90,517	£268,621	£359 138
	Coals	156,349	212,077	368,426
	Copper, unwrought	810	16,113	16,923
	Lead	7,235	223,091	230,326
	Salt	36,198	109,336	145,534
	Tin	5,315	289,794	295,109
Manufactures	Beer	10,796	205,591	216,387
	Brass	14,017	459,161	473,178
	Cottons	66,619	4,108,617	4,175,236
	Cordage	1,131	130,498	131,629
	Chariots and coaches	18,734	24,166	42,900
	Copper	14,539	554,137	568,676
	Glass and earthen ware	75,075	462,884	537,959
	Gun-powder	1,465	135,744	137,209
	Haberdashery	33,544	1,470,005	1,503,409
	Iron and steel	119,160	2,047,902	2,167,062
	Leather	50,966	361,340	412,306
	Linens	22,534	1,256,200	1,278,734
	Pewter	390	141,394	141,784
	Silk	24,991	585,561	610,552
	Woolens	686,759	7,771,808	8,458,567
Apothecary's ware		17,532	107,425	124,957
Books, printed		2,840	88,568	91,408
Fish		96,785	164,887	261,672
Candles, tallow		6	110,916	110,922
All other articles		533,365	7,879,357	8,412,722
Total		2,087,672	29,185,193	31,272,865

An Account of the value, estimated at the prices current, of the foreign merchandize exported from Great Britain, *on an annual average of three years preceding the 5th of January* 1799, *particularizing the most important articles.*

Corn of all kinds, flour, meal		£66,432
Cotton		60,970
Cochineal		56,138
Indigo		528,966
Groceries	Cinnamon	64,532
	Cacao	72,415
	Coffee	2,293,337
	Ginger	51,786
	Nutmegs	60,860
	Pepper	280,504
	Rice	71,669
	Sugar, muscovado	1,990,214
	Tea	582,551
Hides, Indian		77,967
Iron, bar		144,174
Linens	Irish	450,662
	German	73,408
	Russia	53,680
	other kinds	42,281
India piece goods	Calicoes	£1,085,824
	Muslins	499,545
	Prohibited	436,800
Provisions	Beef	84,784
	Butter	83,983
	Pork	93,029
Rags		450
Saltpetre		36,392
Silk, raw and thrown		85,819
Skins	Deer, in hair	70,844
	Beaver	11,317
	Other kinds	70,271
Spirits, Rum		111,164
Tobacco		695,362
Wine	French	190,960
	Madeira, Portugal, Spanish	69,989
Wood		118,860
Total, including articles not particularized, whereof no one amounted to £50,000		11,685,030

N. B. The exports of foreign merchandize to Ireland are not distinguished in this account; but the chief articles of it may be collected with tolerable accuracy from the following one, which, as there have been hitherto but few opportunities of illustrating the Irish commerce, contains a more minute detail of the articles than it was thought necessary to go into in the British accounts.

An Account of the value, estimated at the prices current in British sterling money, of the merchandize imported into Ireland, *on an annual average of three years preceding the 25th of March* 1799, *particularizing the principal articles, and distinguishing the amount of the imports from Great Britain.*

		From Great Britain.	Total value of each.
Apparel		£6,036	£6,036
Arms		19,633	19,633
Ashes		51,945	195,138
Bark		95,173	99,568
Beer and Ale		92,143	92,143
Blankets		4,016	4,016
Books		2,954	3,076
Brimstone		3,127	5,393
Candle-wick		3,201	3,201
Carpets		10,717	10,717
Coaches, &c.		6,059	6,059
Cheese		15,099	15,139
Cider		6,283	6,299
Coals		343,250	343,250
Coffee		1,385	4,697
Copper	wrought	2,275	2,275
	unwrought	9,072	9,262
Cordage		7,602	7,675
Cork		74	2,405
Cotton goods	Calico, British white	46	46
	Calico, British col^{d}	2,213	2,213
	Cotton, plain and col$_{d}$	130,904	130,904
	Muslin, British white	1,562	1,562
	Muslin, British col^{d}	7,867	7,867
	Muslin, India	908	1,441
Corn and malt		£7,350	£8,873
Cotton		50,604	117,348
Cotton yarn		85,294	85,294
Cutlery		12,740	12,747
Drapery	New	33,181	33,181
	Old	505,861	505,861
	Ornamented	19,779	19,779
Drugs		13,511	15,278
Dye stuffs	Alum	5,097	5,097
	Cochineal	4,522	7,192
	Copperas	1,840	1,840
	Fustick	1,207	1,458
	Gum Seneca and Arab.	1,631	1,742
	Indigo	15,778	18,531
	Iron liquor	1,013	1,013
	Logwood	1,988	3,331
	Madder	6,617	14,062
	Orchal	1,036	1,045
	Red wood	1,322	1,396
	Shumack	884	3,157
	Smalts	1,107	9,942
	Other kinds	7,839	9,482
Earthen ware		27,395	27,916
Elephant's teeth		3,058	3,279
Flax seed		22,587	185,473

Flax — drest	£126	£126
Flax — undrest	12,511	24,213
Fish — Cod	2,188	7,133
Fish — Herrings	93,333	114,349
Fish — Ling	4,310	4,310
Fish — Anchovies, Sturgeon	111	281
Furs	3,956	5,100
Glass — Bottles	6,351	6,363
Glass — Cases	10,188	10,188
Glass — Plates	1,705	1,718
Glass — Ware	1,670	1,881
Groceries — Almonds	381	1,260
Groceries — Currants	1,202	3,178
Groceries — Figs	1,150	4,404
Groceries — Ginger	905	1,145
Groceries — Liquorice ball	2,681	4,440
Groceries — Mustard	3,721	3,721
Groceries — Pepper	5,698	5,700
Groceries — Raisins	2,117	4,021
Groceries — Rice	1,608	3,163
Groceries — Sugar, loaf	20,838	20,838
Groceries — —— muscovado	561,019	671,308
Groceries — Other kinds	7,286	9,148
Gun-powder	6,845	6,845
Thread and other haberdashery	22,380	23,758
Hair of goats	3,232	3,335
Hats	5,007	5,007
Hemp undrest	11,696	37,083
Hides — tanned	12,903	14,978
Hides — untanned	6,309	8,139
Hops	199,509	199,509
Horses	5,389	5,389
Hosiery of all kinds	58,879	58,912
Instruments, mathematical, optical, and musical	2,840	3,003
Iron — unwrought	82,716	192,324
Iron — wrought, &c.	68,404	68,457
Jewelery	1,437	1,454
Lace, gold, silver, silk, thread	6,071	6,071
Lead — pig	4,372	4,372
Lead — sheet	3,404	3,404
Lead — shot	1,928	1,928
Lead — red	1,955	1,955
Lead — white	3,519	3,579
Lemons and oranges	1,071	5,698
Linen — British	1,622	1,622
Linen — Cambric	5,638	5,638
Linen — Canvass	17,457	17,460
Linen — Kenting	1,066	1,066
Linen — Other kinds	469	469
Millinery ware	5,657	5,658
Melasses	345	1,016
Oil — Linseed	4,645	6,080
Oil — Seville	1,623	5,358
Oil — Sweet	866	1,416
Oil — Train	12,219	25,152
Oil — Vitriol	4,441	4,441
Oil — Other kinds	160	729
Oakum	£2,412	£2,734
Painting stuffs	4,132	4,202
Paper of all kinds	8,190	8,395
Perfumery	1,184	1,308
Pictures	1,079	1,083
Plate, wrought	4,648	4,648
Plated ware	9,794	9,794
Ribands of silk	3,270	3,270
Rosin	936	2,469
Saddlery	4,397	4,413
Salt — Foreign	273	7,221
Salt — Rock	23,483	23,483
Salt — White	13,308	13,308
Saltpetre	11,585	11,585
Seeds	12,504	13,182
Silk — Organzine	50,501	57,358
Silk — Raw, India	22,796	22,796
Silk — Raw, not India	1,272	2,014
Silk — Thrown	1,012	1,105
Silk manufactures	14,258	14,258
Silk and cotton mixed ditto	1,816	1,816
Silk and worsted mixed ditto	926	926
Skins of all kinds	16,488	25,769
Slates	2,814	2,814
Soap	4,001	5,203
Spirits — Brandy	1,001	2,429
Spirits — Geneva	312	863
Spirits — Rum	21,780	30,107
Stationary	1,371	1,386
Steel	3,253	3,325
Tallow	6,913	19,590
Tar	1,651	5,835
Tea	424,568	424,568
Tin	4,474	4,474
Tinned plates	3,431	3,431
Tobacco	175,352	262,969
Toys	1,735	1,892
Turpentine	958	3,125
Upholstery ware	3,089	3,089
Vinegar	2,872	5,269
Watches and movements	4,512	4,512
Wax of bees	1,115	2,614
Whiting	2,037	2,037
Wine — French	18,315	22,165
Wine — Madeira	462	1,512
Wine — Portugal	1,529	158,579
Wine — Rhenish	231	1,791
Wine — Spanish	4,314	12,608
Wire — Brass	27,260	27,260
Wire — Iron and steel	2,779	2,779
Wood of all kinds	68,027	262,305
Wool, Spanish	5,130	5,130
Wool of beavers	10,024	10,024
Yarn of mohair	5,557	5,557
Total, including articles not particularized, whereof no one amounted to £1,000	4,011,468	5,275,063

An Account of the value, estimated at the prices current in British sterling money, of the merchandize exported from Ireland, *on an annual average of three years preceding the 25th of March* 1799, *distinguishing Irish and foreign merchandize, and also the amount of exports to Great Britain.*

	Irish merchandize.		Foreign merchandize.		
	To Great Britain.	Total of each.		Great Britain.	Total of each.
Bread	£786	£5,567	Ashes	£18,821	£18,821
Candles	220	23,782	Coals	28	2,919
Copper ore	9,552	9,552	Coffee	3,927	4,116
Copper plates	2,118	2,118	Cotton	3,806	3,806
Cordage	..	2,990	Cotton goods Calico, &c.	574	1,491
Corn and meal	435,003	441,051	Cotton goods Brit. muslin	163	1,095
Cows and oxen	122,177	122,177	Drapery New	80	84
Cotton manufactures, and cotton and linen mixed ditto	17	12,135	Drapery Old	4,535	4,722
			Dye stuffs, Madder	1,091	1,094
Feathers	6,342	6,954	Fish Cod	..	3,163
Fish	161	7,121	Fish Herrings	564	11,681
Glass	187	6,487	Sugar, muscovado	3,326	17,562
Glue	2,359	2,505	Hides tanned	204	1,453
Gun-powder	1,786	1,993	Hides untanned	2,905	4,896
Hides, untanned	69,513	69,686	Iron, unwrought	2,482	2,518
Hogs	4,892	4,892	Oil Seville	2,155	2,155
Hogs lard	14,469	16,076	Oil Train	1,178	1,178
Horses	7,282	7,300	Oil Other kinds	349	349
Iron, wrought	110	3,430	Silk, raw, not India	..	2,147
Kelp	6,633	6,633	Spirits, Rum	2,330	2,339
Leather, wrought	131	5,422	Tallow	5,574	5,574
Linen Cambric	140	2,324	Tobacco	8,132	11,161
Linen Plain white	2,363,824	2,637,716	Turpentine	1,933	1,933
Linen coloured	132	14,213	Wine French	440	5,940
Linen yarn	126,789	127,033	Wine Portugal	484	2,332
Provisions Bacon	117,224	117,755	Wine Rhenish	99	1,056
Provisions Beef	343,272	424,534	Wood staves	1,743	1,743
Provisions Butter	739,544	949,266	Total, including articles not particularized, whereof no one amounted to £1,000	79,157	133,522
Provisions Cheese	648	854			
Provisions Pork	410,107	474,143			
Provisions Tongues	1,590	3,458			
Rape seed	8,313	8,313			
Silk and silk-mixed manufactures	..	352			
Skins	32,402	35,121			
Soap	1,076	14,115			
Spirits	499	5,552			
Tallow	32,090	33,393			
Wool	92	92			
Woolen manufactures	13	10,387			
Woolen yarn	20,081	20,081			
Total, including articles not particularized, whereof no one amounted to £1,000	4,891,161	5,650,853			

Summary of the imports and exports of Ireland.

				Irish merchandize.	*Foreign merchandize.*	*Total.*
Imports from	Great Britain	£4,011,468	Exports to Great Britain	£4,891,161	£79,157	£4,970,318
	all other parts	1,263,595	all other parts	759,692	54,365	814,057
		£5,275,063		£5,650,853	£133,522	£5,784,735

Of the trade of Ireland with other countries than Great Britain, a conſiderable part muſt have been with Mann, Guernſey, Jerſey, &c. which are claſſed with foreign countries in the cuſtom-houſe accounts.

In the year ending 25th March 1799, the bounties paid in Ireland for encouraging the agriculture, manufactures, and fiſheries, of that kingdom, amounted to the following ſums in Britiſh money, viz.

Corn, flour, bread, and malt, exported	£42,217	5	3
Linens of various kinds, not exceeding 1/6 per yard, exported	15,927	0	0
Sail-cloth or canvass, exported to any place except Great Britain	642	14	9
Bark or hemlock, imported from Great Britain and America	328	15	3
Irish coals, carried coastways to Dublin	55	7	8
Bounty at 30/ per tun on veſſels fitted out for the fiſhery, and bounty on the fiſh cured	3,881	1	3
Herrings and mackerel, exported, not to Great Britain nor Mann	11	14	8
Wet fiſh, exported	32	18	3
Oil extracted from whales taken on the coast of Ireland	232	13	7

The following ſums, being in the nature of drawbacks, were alſo paid, viz.

Manufactures of ſilk, or of ſilk mixed with other materials, exported	£10	1	3
Leather of all kinds, and manufactures of leather	19	19	6

For a compariſon of the revenues and debts of the two kingdoms, many accounts were produced, whereby it appeared, that

The net produce of the permanent taxes, paid into the exchequer of Great Britain in the year ending the 5th day of January 1800, amounted to				£26,349,794	15	0
The capital of the funded national debt was				463,833,290	0	0
the annual intereſt of which, together with the terminable annuities amounted to	£16,923,519					
the charges of management	221,265					
the proportional ſum appropriated for the redemption of debts created ſince 1793	£1,867,478					
old ſinking fund, annual iſſue	£1,200,000		1,319,880			
expired annuities	119,880					
			3,187,358			
				20,332,142	0	0
There had also been paid in intereſt on exchequer bills in the year 1800 £1,304,129, and annually on an average of the laſt ſeven years				448,607	0	0
The commiſſioners for the reduction of the national debt had now redeemed of the above capital debt				42,705,316	0	0

the dividends on which amounting to £1,322,922 8 0, being part of the above ſum of £16,923,519, are also applied to the reduction of the debt along with the above ſum of £3,187,358 annually paid to the commiſſioners from the exchequer.

The net revenue paid into the exchequer of Ireland in the year ending 25th March 1794 amounted to		£1,067,004 11 0
and, increasing every year, it was in that ending 25th March 1800		2,684,261 13 6
The capital of the funded national debt was		25,662,640 0 0
the annual interest on which, together with the terminable annuities, amounted to	£1,136,563 11 1	
the charges of management	6,500 0 0	
the sum appropriated for the redemption	254,941 3 4	
		1,398,004 14 5
The commissioners for the reduction of the national debt had now redeemed of the above capital debt		339,863 16 0
the dividends on which amounted to . . .	£16,993, 3 9	

N. B. The sinking fund of Ireland was not established till the year 1797, when an annual sum of £100,000 was granted, together with the terminable annuities as they should expire, and a proportional rate of one per cent on the capital of debts to be afterwards created.

The following accounts, illuſtrative of the affairs of the Eaſt-India company, are extracted from the papers laid before parliament.

An Account of the amount of all goods sold at the East-India company's sales, from the 1st of March 1779 to the 1st of March 1800.

	Company's goods.	Private trade goods.	Neutral property.	Total.
Tea	£3,665,321	£165,048	£6,733	
Bengal piece goods	1,056,840	340,567	4,888	
Coast and Surat ditto . . .	871,097			
Raw silk	446,268	1,034		
Organzine silk	14,985			
Nankeens	58,557	14,546		
Pepper	260,299	26,106	1,581	
Saltpetre	407,911	3,060		
Spices	370,635	5,105		
Drugs, sugar, indigo, &c.	189,184	1,769,776	151,675	
Coffee	26,630	8,942	291,026	
China ware		2,796		£455,903
				2,336,980
				7,367,727
				£10,160,610

Before September 1799 the accounts of the company's sales included many articles of the custom duties, which are now, in consequence of the warehousing act [39 *Geo. III, c.* 59] paid by the buyers. Therefor the amount of this year's sales is not so much less, as it appears, if at all less, than that of the preceding year.

An Account of the stock, by computation, of the East-India company (exclusive of their capital stock) from the 1st of March 1799 to the 1st of March 1800.

Bonds bearing interest	£1,515,712	Due by government	£1,207,560
Bonds not bearing interest	16,067	Cash for balance 1st March 1800 . .	403,322
Bills of exchange from China	641,900	Goods sold and not paid for	1,478,000
Ditto . . . . . from India.	370,500	Board of ordnance for saltpetre . . .	60,000
Ditto on account of India debt	725,900	Goods in England unsold	5,788,571
Customs on goods	182,915	Balance of quick stock at Madras in favour of the company .	2,321,551
Bank for a loan on annuities	700,000		

Bank for a loan on bond	100,000
Ditto for interest	10,666
Freight and demurrage	247,000
Supercargo's commissions	78,000
Proprietors of private trade	555,000
Owing on account of goods sold under the act 35 Geo. III, c. 80	1,000
Alms-houses at Poplar	76,188
Interest on military fund more than applied	21,139
Ditto on contingent ditto	4,909
Owing in the department of shipping, exclusive of exports	84,463
Owing for exports of former seasons	98,017
Bonds to commanders whose ships are worn out	236,200
Warrants passed the court unpaid	38,450
Owing for teas returned by buyers, and resold	971
Owing to contractors for indigo, and commission to commercial residents in India	6,370
Interest on bonds	69,775
Dividends on stock	49,080
Net balance of quick stock in China against the company	220,022
Balance in Bengal against the company	5,278,109
Balance of the whole account in favour of the company	7,746,026
	£19,074,379

Ditto at Bombay . . ditto	18,490
Ditto at Bencoolen . . ditto	86,153
Balance at St. Helena	62,235
Cargoes from England, not arrived in India and China at the dates of the several accounts of quick stock	2,884,138
Exports paid for, exclusive of bullion	818,462
Silver exported, and remaining	242,005
Paid to owners of ships not arrived	203,340
Value of shipping and craft, exclusive of those abroad	58,900
Ditto of East-India house and warehouses	869,750
Dead stock in India	400,000
Due from government for stores and supplies, about	1,792,831
Owing by persons returned from India and in India	70,935
Loyalty loan, unsold, and estimated to produce	308,136
	£19,074,379

Amount of the Company's sales, and their receipts, charges, and payments, in Great Britain.

Receipts.

Cash in the treasury 1st March 1799	£805,938	0	7
Company's goods sold	7,209,848	17	11
Board of ordnance for saltpetre	40,246	17	9
Private trade and Dutch goods sold	1,268,615	11	11
Charges and profit on private trade	202,968	19	2
Customs on ditto	228,169	16	3
Freight on ditto	61,638	0	7
Company's share of the annuities transferred to the bank	36,226	15	10
Persons returned from India	4,430	0	0
Bonds issued	218,500	0	0
Government for stores and supplies to his Majesty's troops	200,000	0	0
Indigo contractors	13,767	7	5
	£10,290,350	7	5

Payments.

Customs	£928,303	4	3
Freight and demurrage	1,585,204	7	10
Goods and stores exported	1,768,196	3	10
India debt	620,991	8	1
Bills of exchange from India	353,993	0	10
Ditto from China	830,917	19	4
Bonds to the creditors of the rajah of Tanjore	9,458	19	4
Bullion exported	750,183	8	4
Charges of merchandize, including supercargo's commissions, buildings, interest on loans, &c.	745,711	8	6
Dividends on stock and interest on bonds	713,158	0	3
Bonds paid off	200	0	0
Ditto paid in on sales	18,425	0	0
Proprietors of private trade	1,423,267	2	1
Alms-houses at Poplar	1,890	2	7
Balances of goods sold under the act 35 Geo. III, c. 80	31,224	4	6
Captains of worn-out ships	70,049	4	5
Pay to military and marine officers on furlough and retired	35,854	15	10
Balance 1st March 1800	403,321	17	5
	£10,290,350	7	5

The number of proprietors on the books of the Eaſt-India company, who were entitled to vote, and their ſeveral qualifications, as they ſtood on the 8th day of April 1800, were as follows, viz.

1,683	proprietors, qualified to give single votes	1,683
342	. . . . . two votes	684
87	. . . . . three votes	261
51	. . . . . four votes	204
2,163	proprietors, whoſe number of votes amounted to	2,832

Proprietors of less than £1,000 ſtock are not entitled to vote.

The enormous price of coals being felt as a very grievous hardſhip in London and the adjacent country, a committee of the houſe of commons, after inveſtigating the matter with great attention, were of opinion that the enhanced price was occaſioned by—'the *limitation of* '*vends*, by which each colliery on the Tyne is limited ſo as not to ex- 'ceed a certain quantity in each year,' as ſtipulated by the owners of the collieries;—the detention of ſhips at Newcaſtle, ſometimes ſix weeks, waiting for their turns to get the beſt coals;—the want of an open market in London, the preſent one being engroſſed by a few ſubſcribers;—the coal-buyer being ſometimes owner of both ſhip and cargo;—the detention of the ſhips by the want of a ſufficient number of coal-meters for unloading them, and a further delay in getting ballaſt;—the practice of mixing coals of inferior quality with the beſt, and ſelling the whole as the beſt;—and frauds in the meaſurement, carriage, and delivery, of the coals.

In the courſe of their inquiries many authentic documents relating to the coal trade were produced, from which I have extracted the following

Account of the coals imported into London in every year ſince the 1st *of March* 1780.

Years ending 1st March	Chaldrons,	Buſhels.	Tuns.	Years ending 1st March.	Chaldrons,	Buſhels.	Tuns.
1781	658,066	30	3,511¾	1791	754,308	0	2,345¼
1782	621,995	12	2,155¾	1792	814,622	27	2,251
1783	711,635	9	2,135¾	1793	832,359	3	2,403½
1784	649,151	15	2,317½	1794	815,319	0	1,540¼
1785	739,127	27	1,955¾	1795	732,847	0	1,748
1786	742,521	18	2,320¼	1796	928,744	15	578
1787	762,037	18	2,294¼	1797	829,685	3	931½
1788	736,431	9	2,108	1798	871,361	33	813¾
1789	777,843	0	2,272	1799	769,046	9	408½
1790	854,489	12	2,371½	1800	866,810	6	508

During twenty years, 1780 to 1799 inclusive, there ſailed with coals from

	for London.	for all other places.
Newcaſtle (including Blythenok and Hartley) . .	54,917 ſhips.	51,444 ſhips.
Sunderland and its members	4,916	103,423

This account includes repeated voyages. The number of individual veſſels, employed in the coal trade from Newcaſtle and Sunderland to London was 597 in May 1800; and they are generally larger than thoſe employed in the coaſting and foreign coal trade.

An Account of the quantity of coals shipped from the ports of Newcastle, Sunderland, Hartley, and Blythe, in the nine preceding years.

	To London.				To other parts of Great Britain.				To foreign countries.			
	Newcastle.	Sunderland.	Hartley and Blythe.	Total.	Newcastle.	Sunderland.	Hartley and Blythe.	Total.	Newcastle.	Sunderland.	Hartley and Blythe.	Total.
1791	326,218	51,759	28,044	406,021	78,149	194,949	11,657	284,755	45,702	54,150	127	99,979
1792	358,707	42,571	29,000	430,278	97,399	214,317	9,400	321,116	42,993	53,313	234	96,540
1793	357,368	43,035	24,546	424,949	108,181	211,976	14,004	334,161	34,105	50,064	48	84,217
1794	303,366	59,475	26,197	389,038	84,094	184,464	11,455	280,013	40,461	38,885	128	79,474
1795	342,540	79,157	20,362	442,059	120,956	203,789	11,132	335,877	40,342	5,884	48	46,274
1796	329,753	53,406	20,300	403,459	109,024	196,839	9,423	315,286	42,778	6,293	542	49,613
1797	348,646	56,978	27,434	433,058	110,520	219,603	12,172	324,295	38,149	6,434	32	44,615
1798	296,866	63,716	23,661	384,243	97,503	210,416	14,172	322,091	44,722	5,111	166	49,999
1799	332,165	75,231	26,642	434,038	115,654	223,338	15,047	354,039	43,366	4,039	127	47,532

The numbers in this account are chaldrons of Newcaſtle meaſure, each one of which is nearly equal to two chaldrons of London meaſure.

A committee of the houſe of commons, 'appointed to conſider of 'ſuch further meaſures as may be neceſſary for rendering more com-'modious, and for better regulating, the port of London,' after having made the neceſſary inquiries reſpecting the nature of the bed of the river, the height of the maſts of veſſels, &c. and conſidered the information obtained from a great number of profeſſional gentlemen in a variety of departments, were of opinion, that the navigation of the river is much injured by the impetuous ruſh of the water through the numerous arches of London bridge, which was built when the city had almoſt no ſhipping, and by the ſhoals which have accumulated from the maſſes of materials employed from time to time to ſtrengthen the bridge. They therefor adviſed, that, for the improvement and accomodation of the port of London, a new bridge, to be conſtructed of iron, having the center arch at leaſt ſixty-five feet above the ſurface of the river at high water, which will allow veſſels, not exceeding 200 tuns burthen, to paſs under it by ſtriking their topgallant maſts or topmaſts, may be erected, whereby that part of the river which is between London bridge and Blackfriars bridge will be added to the harbour;—that the moſt convenient ſituation for the bridge is immediately above S^{t}. Saviour's church in Southwark, and thence in a line pointing to the Royal exchange;—that the ſhoals between the Tower and Blackfriars bridge ought to be removed;—and that the river ought to be embanked on a regular plan from the Tower to Blackfriars bridge, and wharfs with warehouſes formed on the embankments.

The eſtimates of the ſeveral architects for the propoſed bridge varied from £350,000 to £1,279,714.

March 11th—A ſociety, incorporated by charter from his Majeſty, under the title of *The Royal inſtitution of Great Britain*, held their firſt meeting. The patriotic object of their eſtabliſhment is to diffuſe the knowledge of mechanic inventions and improvements, uſeful in agri-

culture and manufactures, and, in general, to direct the attention of the public to the useful arts.

In May 1793, before the act for the renewal of the East-India company's charter, with a limited participation of the trade by individuals, was passed in parliament, some of the free merchants in Calcutta, expecting a very great enlargement of the private trade to be authorized, had built vessels, which they tendered to the government of Bengal for taking in freight for London, as they apprehended an insufficiency of the company's shipping for the private trade. Lord Cornwallis, the governor-general, agreed provisionally, that one particular ship might be employed on the terms proposed, *if she should be wanted.* In November, Sir John Shore being then governor-general, all the owners, who had made offers, were informed that their ships were not wanted. The merchants, thus disappointed of sending home their own ships, thereupon sold the greatest part of the goods they had provided to foreigners *; and, instead of finding 3,000 tuns of shipping insufficient for their freight, as they apprehended, they actually shipped only 2,424 tuns. In the season 1795-6, seven of the company's largest regular ships being then in his Majesty's service, several India-built ships were employed instead of them; and in the same season some more vessels of the same description were taken up for carrying home rice. (See above, p. 362) By these means 27 vessels, of the burthen of 17,372 tuns, were employed. Two of them were entirely loaded for account of their owners; and all the others, along with the rice and goods for the company, carried goods for the private merchants. In 1796 the merchants represented to the governor-general, that, encouraged by the employment of India shipping, they had built a number of vessels, and provided proper cargoes, which they requested permission to dispatch. But, as no such temporary exigence warranted the employment of such ships then as formerly, to the exclusion of the British shipping lying in the port, he declined complying with their request. In 1797 similar applications respecting shipping were made, and also rejected. Though the freight, charged by the company to the proprietors of private goods, was, on the average of the whole during six years, scarcely above the half of what they themselves paid to the owners of the ships, and the insurance on the regular ships was also much lower than on the private ones, the merchants made loud complaints of the expense of freight and the hardships of delay, compared with the low freight and expeditious conveyance of neutral vessels, which certainly have many advantages over those of a nation engaged in war †. Hav-

* The professed object of the participation of the trade between India and London, granted by the charter act, was to abridge the trade of foreigners, which was suspected to be in a great measure carried on by British capital.

† It has been remarked, as a proof of the dispatch made by foreigners, that American vessels have disposed of their imports, purchased their export cargoes, and sailed, in twenty-five, some in twenty, days after their arrival; and that they frequently make the passage between Calcutta and America in less than four months. But it must be observed that, besides their neutrality, which exempts them from the delays inseparable from sailing in fleets, they enjoy the further advantage, with respect to dispatch, of being generally very small, for example, 165—140—107 tuns.

ing, rather prematurely, conceived the trade by private ſhips to be permanently eſtabliſhed, and conſequently entered largely into ſhipbuilding and ſpeculations connected with it, they now (December 1797) avowed *their great object to be the employment of their own ſhips, that they might have the profit of freight, and the opportunity of ſerving their friends.* In March 1798 the merchants of Calcutta having repreſented that 5,000 tuns of ſhipping, ſome of which were newly built, *in hopes of the permiſſion granted in* 1795 *being continued*, were then laid up, they were allowed to ſend them to London, loaded with cotton from Bombay, and to regulate the terms of freight, time of ſailing, &c. as the owners and ſhippers might agree. In July 1798 they addreſſed Lord Mornington, then newly arrived as governor-general, requeſting a general permiſſion for veſſels built in Britiſh India to navigate to London; and, as there was not then a ſufficient quantity of European ſhipping in the port, their ſhips were hired for the company, and, re-let, without profit, to their owners, to be wholely loaded under their own direction. In the ſeaſon 1799-1800 the country ſhips were alſo taken up in the ſame manner, except that, by an order from the directors, permiſſion was impartially given to every qualified perſon to ſend goods by them, in order to place the other merchants in as good a ſituation with reſpect to the conveyance of their goods as the owners of veſſels.

Inſtead of the propoſed limitation of 3,000 tuns annually, the quantities of goods brought to London on private account ſince the renewal of the company's charter, were

in 1794-5 . 2,424 tuns.	in 1796-7 . 4,190 tuns.	in 1798-9 . . 14,679 tuns.
1795-6 . 6,817	1797-8 . 3,727	1799-1800 9,782

In March 1799 the merchants of London, connected with the free merchants in India, requeſted the Eaſt-India company *to grant facilities to the commerce of the Britiſh traders in India:* but neither the extent of the conceſſions expected, the quantity of ſhipping required, nor the nature of it, were ſpecified. The directors thereupon deſired that the nature of the demand ſhould be ſpecified: but nothing further was done till ſeveral months after.

Some other merchants of London, thinking they had as good a right to a participation of the India trade, alſo put in a claim for a permiſſion to employ their own veſſels in trading between India and London. But this demand was not very much inſiſted upon.

April 2[d]—Mr. Dundas, preſident of the board of controul, addreſſed a letter to the chairman of the Eaſt-India company, wherein he obſerves, that the monopoly, granted by the legiſlature to the company, is attended with two material circumſtances, viz.—'That the exportable 'produce of India exceeds what at preſent the capital of the Eaſt-India 'company is capable of embracing;' and 'that the monopoly of the 'Eaſt-India company does not reſt upon principles of colonial excluſion: 'for the trade to and from India is open to the ſubjects of other coun-

' tries in amity with Great Britain.' Such being the caſe, he aſks, What is to become of that part of the trade not occupied by the company? Shall it be left excluſively to foreigners; or ſhall the monoply be ſo modified, as to open the ſurplus market to the capital of Britiſh ſubjects? He points out the propriety of foreigners trading in India on their own capital [only], and obſerves that the capitals of Britiſh ſubjects reſiding in India ought to be brought *to this country*, either by the parties themſelves, or by the agency of perſons licenced by, and under the controul of, the company. He conſiders the ſurplus * produce of India, beyond the amount of the company's inveſtments, as the proper means of transferring the fortunes of the company's ſervants, and India-built ſhipping as the proper conveyance. Conſidering the transfer of Britiſh capital to this country as the chief baſis of this trade, he is clearly of opinion, that the merchants and ſhipping of this country cannot with any propriety be admitted to a participation of a trade, to the extenſion of which, very much beyond its preſent limits, the climate, the manufactures, and the religion, of India oppoſe inſuperable obſtacles.

Encouraged by ſuch reſpectable authority, the friends of the India free merchants became exceedingly urgent for a confirmation of what they now called their right to as much of the India commerce as they could poſſibly find capital for, with the exception of the few articles reſerved for the company's own inveſtments. Newſpapers and other publications were employed to influence the public mind, and to prove that the commercial proſperity of the Britiſh empire depended upon a permanent eſtabliſhment of the commerce of India in the channel propoſed by the free merchants and their friends in London.

Though the company agreed with Mr. Dundas in moſt points, yet, conſidering the nature and tendency of the required innovation, they were by no means ready to go to the full extent of his propoſitions. They conſidered the attempts of the private merchants to eſtabliſh a permanent and ſyſtematic admiſſion of their own ſhips into the trade,

* To thoſe who are entirely unacquainted with the nature of the Eaſt-India trade, the word *ſurplus* muſt convey an idea that a quantity of goods are lying on hand for want of purchaſers. But the caſe is very different. The piece goods are engaged, and generally paid for, before they are made: and it is alſo uſual to make advances to the cultivators before their produce is ready for ſale. The chief articles of produce, brought to this country in private trade, are cotton, indigo, and ſugar. Cotton can ſcarcely bear the freight; and the abſtraction of it from India is prejudicial to the manufactures of the company's ſubjects, and obliges a greater quantity of bullion to be ſent to China, where cotton is an acceptable payment for the tea. The cultivation of indigo has been brought to a very great height in a few years, chiefly by funds advanced by the company; and the eagerneſs of the undertakers has puſhed it forward more rapidly than was conſiſtent with their proſperity. The quantity of it annually imported is already nearly ſufficient for the ſupply of all Europe. Sugar may certainly be raiſed in India ſufficient for the conſumption of all Europe: but it cannot generally bear the freight, and can only be imported with propriety when there is a failure in the ſupply from the Weſt-Indies. A continual large importation of it would ruin the Weſt-India ſettlements and all the Britiſh ſubjects connected with them. Hence it appears that there will be little or no ſurplus produce, unleſs ſurplus capital is previouſly employed to force it beyond its natural level.

with the poſſeſſion of excluſive privileges, as a violent invaſion of their chartered rights and the very eſſence of their monopoly, for the enjoyment of which very great ſums have been advanced, and are annually paid, to the ſtate. A confirmation of the privileges, now demanded, as a matter of right, would, in their opinion, create a new aſſociation of merchants, of the kind called a *regulated company*, who would engroſs the greateſt part of the India trade to themſelves and thoſe whom they ſhould chuſe to ſhelter under their wings as partners or agents; for no perſon could purchaſe an intereſt in their trade, as any one may do in that of a joint-ſtock company. This new company, conſiſting of perſons ſupported and protected by the preſent company, while they take to themſelves all the benefits of the dear-bought privileges of the preſent company, whoſe emoluments as individuals are reſtricted to about five per cent on the money paid for their ſtock, propoſe to leave them all the burthens in India and in England, including the annual payment to government of a ſum greater than the revenue of ſome ſovereign princes. And, as the conſtitution of the preſent company admits all perſons to be purchaſers of their ſtock, the partners and agents of the new company may in time acquire ſuch a preponderance, as proprietors of ſtock and directors, as to render the preſent company merely an engine for the promotion of their own intereſt, or reduce them to the ſtate of a corporation trading to India in competition with others; preciſely the condition they would be in, if the legiſlature were to refuſe to renew their excluſive privilege. Nor would the ruin of the company be the only evil flowing from this ſyſtem. The unlimited tranſmiſſion of capital from this country, if it ſhould not be checked by the ruin of the adventurers, might carry the cultivation and manufacture of exportable goods to ſuch a height as would greatly exceed the conſumption of all Europe, and ruin the Weſt Indies. It would introduce colonial reſidence, and a ſyſtem of trade entirely colonial, and utterly ſubverſive of the beneficial ſyſtem which has hitherto kept our Indian territories connected with Great Britain.

Though I do not pretend to form any deciſive judgement upon ſo complex a ſubject as that of the India private trade has become, it is neceſſary here to obſerve, that, when the participation of the trade by the private merchants of India was enacted in the year 1793, the profeſſed chief objects of it were to prevent the transfer of the fortunes of the company's ſervants by the medium of commerce from going into the hands of foreigners, and to bring the Britiſh capital, clandeſtinely inveſted in the trade of foreign ſhips, within the channel of legitimate Britiſh trade. There was not then any intention, at leaſt not any avowed one, of eſtabliſhing a fleet of ſhips, independent of the company, and in a rival, or opponent, intereſt. As the fortunes of the company's ſervants, and remittances for Britiſh manufactures conſigned to India *,

* The manufactures *conſigned* to India have been in very trifling quantities. Even the company's ſales of ſuch goods are to a ſmall amount, though they ſell generally with a loſs.

were to furniſh the capital for this kind of trade, its extent muſt at all times have been moderate: for no idea was ever conceived by the legiſlature or the company of its being carried to an indefinite extent by the tranſmiſſion of capital from this country *, whereby, as the number of adventurers, as well as the amount of capital, might be as great as thoſe in poſſeſſion of the trade might chuſe to admit, all concerned would probably bring themſelves to ruin, as happened to thoſe who eagerly ruſhed into the trade, when it was laid open, by way of experiment, in the year 1655.

April 4th—The iſland and fort of Goree, together with the dependent factory of Jool, on the coaſt of Africa, ſurrendered to a ſquadron of Britiſh ſhips under the command of Sir Charles Hamilton.

April 6th—The liberal and philanthropic ſociety, inſtituted for the purpoſe of exploring the interior part of Africa, had engaged Mr. Horneman to proſecute the plan of diſcovery, which the death of Mr. Ledyard had rendered abortive. In the midſt of a war, from the ravages of which not even the eaſtern parts of Africa were exempted, Mr. Horneman entered upon his enterpriſe; and at Paris, though his miſſion was from the hoſtile kingdom of Great Britain, he was received with the attention due to a man engaging, for the general ſervice of mankind, in a hazardous attempt to enlarge the bounds of ſcience; and in Egypt he enjoyed the patronage of General Buonaparte, and the liberal communications of the men of ſcience attached to his army. With thoſe advantages, and the previous acquiſition of a knowlege of the Arabian language and Mohamedan religion, he aſſumed the character of a merchant of the caravan, which annually travels from Cairo to Mourzouk in Fezzan †; and, departing from the former in September 1798, he arrived at the later in November.

Mr. Horneman's account of the people of Fezzan is leſs favourable than that of former travelers, who have repreſented them as a nation, whoſe induſtry, particularly in the carrying trade, entitled them to the appellation of the Dutchmen of Africa. He ſays, 'they have no energy 'of character, no induſtry.' Though Mourzouk be from October to January the place of general reſort for a number of caravans, the merchandize ſold in it conſiſts entirely of foreign articles, brought by foreigners. The caravan from Cairo is compoſed of merchants of Augela, a place about half way between the two countries, who import ſilks, cali-

* Mr. Dundas expreſsly ſets himſelf againſt ſuch an application of Britiſh capital. He ſays, 'The only effect of giving ſuch an indulgence to 'the merchants reſident in this country would be 'a temptation to withdraw a part of the capital 'of the country from a more profitable trade, and 'more beneficial application of it, in order to 'divert it to another trade, leſs profitable to themſelves, and leſs beneficial to the public. Without, therefore, one ſingle reaſon, either of private 'juſtice or public policy, it would be introducing 'a rival capital in India againſt the remittance 'trade of the Eaſt-India company, and in com'petition likewiſe with thoſe individuals, whoſe 'capitals by the propoſed indulgence, it is wiſhed 'to transfer to Great Britain.'

† Of this inland commercial country ſome account has already been given, *V.* iv, *p.* 192, from the information obtained *at ſecond hand* by Mr. Lucas.

coes ſtriped with blue and white, woolen cloths, glaſs, imitations of coral, beads, and India goods. The trade from Tripoli is conducted chiefly by the merchants of Sockna, alſo an intermediate ſtation, and by a few belonging to Tripoli and Fezzan; and they import paper, falſe corals, fire arms, ſabres, knives, and a kind of cloth called abbes. The caravans from the ſouth and weſt conſiſt of the merchants of Agadez, a diſtrict between Fezzan and the River Niger, who bring ſlaves, oſtrich feathers, zibette (or civet), ſkins of tigers, and gold in duſt and in grains, to be made into ornamental articles for the Negro country *. The Tibboes of Bilma, a country ſouth-eaſt from Fezzan, bring great quantities of copper from Bornou, an extenſive country lying ſouth from them. Beſides theſe principal caravans, ſeveral ſmaller troops of traders aſſemble at Mourzouk during the trading ſeaſon.

Mr. Horneman's lateſt communication to the ſociety was dated on the 6th of April 1800: and on that day he was to join a caravan for Bournou, from which place he propoſed to proceed weſtward for Caſhna, a town near the north bank of the Niger, and about 800 miles to the eaſtward of the termination of Mr. Park's travels. He expected to be able in five years (reckoning from the end of the year 1798) to give the ſociety more ample accounts of the inland nations of Africa, the knowlege of which, the ſociety are confident, '*will be of advantage to 'Great Britain, to Africa, and to the World.*'

July—The grand junction canal, which completes the inland navigable communication of the Thames, the Severn, the Merſea, and the Humber, the four principal rivers of England, with each-other, was opened in June. The company of proprietors having reſolved to borrow £100,000 in order to ſupply Paddington with water, and execute ſome other additions to the original plan, availed themſelves of the high opinion of the public reſpecting the utility, and conſequently the profitableneſs, of their undertaking, to ſell the right of ſubſcribing to their loan by auction. They divided the ſum into 400 lots of £250 each, to be paid by inſtallments before the end of September 1803, which ſhould entitle the purchaſers to intereſt at five per cent, reckoned from the times of advancing the money, and repayment on or before the 25th of March 1812, with an option of converting their debts into canal ſtock, at the rate of £250 for a ſhare of £100, any time before the 25th of March 1808. And, though the company had not yet obtained an act for charging this loan on the tolls of the canal, and, in failure of obtaining it, only engaged to return the money advanced with intereſt and the premium, ſuch was the eagerneſs of the purchaſers, that the lots ſold (at Garraway's 7th, 9th, and 11th, of July) at premiums of from £28 to £31 : 10; whereby he, who converts his debt into canal ſtock in the

* The manufacture of ornamental trinkets requires the ingenuity and induſtry of goldſmiths competent to the work: ſo Fezzan is not entirely deſtitute of thoſe qualities.

year 1808, will have paid about £300, reckoning intereſt on his premium, for his ſhare of £100 *. By this management the proprietors of the canal effected a clear profit of about £12,000.

It muſt be acknowleged, however, that ſhares in ſeveral other canals ſometimes ſell for leſs than the half of their original ſubſcription coſt.

Auguſt 30th—Since the month of April 1799 twelve India-built ſhips, and four Britiſh ſhips, which, having carried out troops and ſtores to the Cape of Good Hope, had proceeded to India by the company's permiſſion, arrived in London with 34,504 bales of cotton, partly from Bengal, but moſtly from Bombay. And from June 1799 to this time twenty India-built ſhips, of from 460 to 1,237 tuns, ſailed from London on their return voyages to India. Two of them were completely, and two more almoſt completely, loaded with troops and ſtores by government. The cargoes of the remaining ſixteen, taken in at London, amounted to £588,643 8 0
those of the two, not quite loaded by government, to 24,604 4 6

	£613,247	12	6
Eight of them took in wine, &c. at Madeira to the amount of	116,505	0	6
The expenditure of the whole in London, for repairs, ships ſtores, provisions, advance wages, and inſurance, amounted to	202,877	12	3
	£932,630	5	3

But it may be obſerved, that the Britiſh goods, Madeira wine, &c. carried to India by theſe ſhips, did not make any real augmentation of the trade, but only foreſtalled the market, which uſed to be ſupplied chiefly by the private trade of the commanders and officers of the company's ſhips, who were thereby diſappointed of their ſales. It is well known that in India a glut of goods could ſcarcely make any increaſe in the conſumption; and the ſucceeding imports muſt have been leſs than uſual, till the proportion between the demand and the ſupply returned to its proper level. Neither has the trade in cotton turned out ſo profitable as was, rather too-ſanguinely, expected. It was not the produce of Britiſh India, which has none to ſpare from its own manufactures: and, in conſequence of the eagerneſs of the purchaſers, much was ſhipped not ſufficiently cleaned, whereby they ſubjected themſelves to a heavy freight for carrying cotton ſeeds, and a ſubſequent expenſe for clearing the cotton of thoſe coſtly and uſeleſs ſeeds, and reducing the weight of it very much below what they bought and paid freight for.

September 3d—A treaty was concluded at Paris between the French republic and the United ſtates of America, whereby

* Some inſtances of much higher advances on canal ſtock have already been noticed (p. 257). But, on the other hand, in February 1801 ſome ſhares of the grand junction canal ſold at £170 to £172. Thus the difference of poſitively becoming a proprietor of a ſhare, and retaining the option of being either a creditor or proprietor, appears to have been valued at about £130!

Article 2) All miſunderſtandings and claims were referred to further negotiation.

3, 4) Prizes taken on either ſide ſhould be reſtored, unleſs they were loaded with contraband goods deſtined for an enemy's port: and veſſels having commiſſions or proper paſſports ſhould not be moleſted.

6) The trade between the two nations was declared to be free: and the mercantile or warlike veſſels of either were to enjoy in the ports of the other all the privileges granted to the moſt favoured nations.

7) The property of the ſubjects of either ſtate, dying in the territories of the other, was ſecured to their heirs, under ſome modifications.

8, 9) In caſe of war between the contracting powers, it was ſtipulated, that a period of ſix months ſhall be allowed to the ſubjects of either to remove with their property from the territories of the other, and that their debts, whether public or private, ſhould not be confiſcated.

10) Both nations may appoint commercial agents for the protection of trade, who ſhall enjoy all the rights and prerogatives enjoyed by ſimilar agents of the moſt favoured nations.

11) Mutual freedom of trade, together with as favourable treatment reſpecting duties and privileges, as is given to the moſt favoured nations, is agreed upon for the French in the territories of the United ſtates, and for the citizens of the United ſtates in the European territories of France.

12-15) The veſſels of either nation may freely and ſecurely trade to and from the ports belonging to the enemies of the other, excepting thoſe places which are actually blockaded, beſieged, or inveſted. Free ſhips ſhall aſſure the freedom of merchandize, though belonging to the enemies of one of the contracting parties, excepting contraband goods, the ſpecies of which, conſiſting entirely of warlike and military ſtores, are enumerated. But all property belonging to the citizens of either nation found onboard a veſſel belonging to the enemies of the other, is declared liable to confiſcation.

The ſubſequent articles relate to the examination of veſſels at ſea, detentions, captures, privateers, and pirates. By the laſt article (27) it is agreed, that neither of the nations ſhall interfere with the other in the fiſheries on the coaſts of Newfoundland and America, and that the fiſhery of whales and ſeals ſhall be free to both nations in all parts of the world.

September 5th—The French garriſon of La Valette, the capital of Malta, after ſuſtaining a blockade of two years, ſurrendered to the Britiſh forces.

In a ſhort time Malta became the emporium of the Britiſh trade in the Mediterranean, and the refuge of the Britiſh merchants, whom the ravages and convulſions of war drove from their eſtabliſhments in Naples, Leghorn, and Palermo. It is reported, that a very briſk trade was carried on in this iſland, and that from it Britiſh goods found their

way, in ſpite of prohibitions, into Italy, and thence to other parts of the continent.

The following account of the commerce and ſhipping of France, in the year ending 22d September 1800, is copied from an official report laid before the conſuls.

Imports.		Livres.
Brandy, cheese, olive oil, fish, &c.	11,639,000	
Coffee	36,671,000	
Sugar	46,856,000	
Pepper and other ſpices	9,250,000	
* Total of provisions, liquors, &c.....		114,190,100
Copper, iron, ſteel, tin, lead, ...		5,694,200
Cotton	35,172,000	
Wool	14,813,000	
Pot-aſhes and ſoda ...	11,476,000	
Oil for manufactures .	13,121,000	
Indigo	13,235,000	
Cochineal.....	9,462,000	
Tobacco	11,657,000	
Total of raw materials		133,591,500
Working horſes		788,600
Cotton ſtuffs.....	24,000,000	
Ribands	2,728,000	
Mercery, ſkins, furs, ironmongery, ſoap,	2,483,000	
Total of foreign manufactures		39,265,500
Gold and ſilver regiſtered, particularly dollars from Spain		28,487,700
Sundries		3,098,800
Grand total		325,116,400

Exports.		Livres.
Live ſtock	13,654,000	
Brandy	16,669,000	
Wine of Bordeaux	11,488,000	
Other wines	21,339,000	
Salt	5,386,000	
Corn and flour	5,527,000	
Cheeſe and dried fruits	3,875,000	
Total of provisions, &c.		87,562,500
Copper, iron, &c.		4,530,800
Cotton yarn	2,263,000	
Dreſſed leather	7,552,000	
Cochineal	5,604,000	
Tobacco	4,963,000	
Total of raw materials		33,694,500
Mules		2,244,000
Silk goods	41,222,000	
Woolen drapery	23,146,000	
Cotton ſtuffs	12,335,000	
Linen and hempen cloth	34,866,000	
Millinery, furniture, watches, jewlery, ſkins, garments, porcelain, nails, ironmongery, ſoap, glaſs, &c.....	22,000,000	
Total of French manufactures .		140,854,200
Gold and ſilver		490,500
Sundries		2,199,100
Grand total		271,575,600

The commerce of France with other countries was as follows.

	Imports.		*Exports.*	
Spain	64,446,500		62,441,400	
Batavian republic	80,788,300		37,751,600	
Ligurian republic	26,561,600		23,010,700	
Helvetian republic	17,008,600		38,809,100	
Total with friendly and allied powers		188,805,000		162,012,800
Denmark, Sweden, Pruſſia, the Hanſe towns, ..	82,833,200		32,969,700	
The United ſtates of America	1,950,100		557,700	
Total with neutral powers		84,783,300		33,527,400
The Levant, Sardinia, Portugal, Naples, and Sicily, Tuſcany, Rome, the emperor's dominions in Germany and Italy, part of the German empire, and Ruſſia, the belligerent powers		51,528,100		76,035,400
Grand total of commercial imports and exports		325,116,400		271,575,600
Stranded and waif merchandize		26,700		
Prize goods		29,201,676		
The French colonies in the Eaſt and the Weſt,				
Coffee, ſpiceries, India piece goods, gum Senegal, &c. . .		1,483,800		
Proviſions, metals, and other goods				282,300

* This and the following ſimilar totals include ſome articles not ſpecified.

The general navigation of France.

		Entered inward.		Cleared outward.	
		Vessels.	Tuns.	Vessels.	Tuns.
Foreign commerce	French	2,975	98,304	3,358	104,687
	Foreign	4,606	174,833	5,278	208,280
Total		7,581	273,137	8,636	312,967
Coasting trade between the ports of the republic	French	25,084	698,486	25,189	644,109
	Foreign	226	25,208	323	22,545
Total		25,310	723,694	25,512	666,654
Colonial and fishing vessels.					
French colonies in America		17	2,629	12	1,550
——— ——— in Africa		2	91	3	210
——— ——— in Asia		2	489	5	1,650
Distant fishery at Iceland		3	230	22	519
Deep-sea and coasting fishery		47	1,330	254	6,071
Total		71	4,769	296	10,000

The money in theſe accounts may be converted into ſterling with tolerable exactneſs by allowing twenty-four livres for one pound ſterling. But, the value being almoſt entirely in round numbers, it may be preſumed that much of it is by eſtimate.

No imports from Great Britain appear. But much of the ſugar, coffee, cotton goods, &c. imported from Hamburgh, claſſed under the title of Hanſe towns or German empire, muſt have been circuitouſly obtained from this country.

It may be obſerved, that Mr. Necker ſtated the exports of French Weſt-India produce, now almoſt annihilated, at about three millions ſterling, and the whole exports at twelve millions and a half ſterling, only a trifle beyond the amount here ſtated. Many other remarks might be made on theſe accounts.

September 14th—The active trading Dutch iſland of Curaçoa, with all its dependencies, ſurrendered to the Britiſh arms. By the articles of the capitulation a free admiſſion was ſtipulated for Spaniſh veſſels bringing proviſions from the Main for the inhabitants.

October 12th—The ſubahdar of the Deccan, in commutation for a ſubſidy payable by him to the Eaſt-India company, ceded to them the ſovereignty of the greateſt part of the territories acquired as his ſhare of Tippoo's dominions in the year 1792 and 1799. By this ceſſion the company obtained an additional revenue of £627,426.

November 22d—Mr. Adams, the preſident of the United ſtates of America, opened the firſt ſeſſion of congreſs held in the city of Waſhington, the new capital of the whole confederacy.

December 16th—On the 15th of Auguſt the emperor of Ruſſia and the king of Sweden notified to the other northern courts that they intended 'to reſtore in its full independence the general right of all nations to

'convey their ſhips and merchandize freely, without being ſubject to 'the controul of the powers at war.' And they reſolved to eſtabliſh the ſyſtem of an armed neutrality, nearly on the principles of that of the year 1780. In conſequence of this reſolution, a convention was now concluded at Peterſburg between the two ſovereigns, wherein—They prohibit their ſubjects from carrying contraband merchandize, which they declare to be only arms, ammunition, and horſe furniture, to any country engaged in war.—They declare, that all veſſels may freely navigate on the coaſts, and between the harbours, of the belligerent powers; that the property of the ſubjects of the belligerent powers carried in neutral veſſels, except contraband goods ſhall be free; that neutral veſſels attempting to get into a blockaded port, violate the convention; that there ſhall be no delay in giving ſentence with regard to neutral veſſels, unleſs they are detained upon reaſons evidently juſt, and they ſhall be indemnified for any damages ſuſtained by them; and the declaration of the commander of a Ruſſian or Swediſh ſhip of war or ſquadron, that the merchant ſhips under his convoy have no contraband goods onboard, ſhall be received as ſufficient, and no ſearch ſhall be permitted.—'In order to place the commerce of their ſubjects upon the 'moſt legal and permanent baſis,' they 'have deemed it expedient to 'equip a number of ſhips of war and frigates' to protect their convoys. —Veſſels belonging to the ſubjects of either power, conforming to the principles of the neutrality, and not having the protection of the ſhips of war of their own ſovereign, ſhall be protected by thoſe of the other. —This convention has no retroſpective operation, but ſhall be the baſis of a ſyſtem for the protection of all the neutral nations of Europe, whoſe rights may be invaded.—In caſe of a Ruſſian or Swediſh ſhip being taken by a ſhip belonging to any of the belligerent powers, the miniſter of the injured party ſhall reclaim the veſſel, and demand ſatisfaction for the inſult offered to the flag of his ſovereign; and he ſhall be ſupported by the miniſter of the other contracting power. In failure of redreſs in due time, the contracting powers ſhall have recourſe to repriſals.—The contracting powers engage to ſupport each other againſt any power who may moleſt either of them on account of this convention, which ſhall be conſidered as a perpetual ſtandard for regulating the commerce and navigation, and maintaining the rights, of neutral nations.—They agree that other neutral powers may become parties to this convention, conform to its obligations, and partake of its advantages.

The courts of Denmark and Pruſſia alſo engaged in this aſſociation.

Though the duty upon tea, fixed by the commutation act in the year 1784 at 12½ per cent, was now, by repeated augmentations *, raiſed to about 40 per cent, on the ſale price, the quantity conſumed continued to increaſe. The low price to which it was reduced by the commuta-

* See *pp.* 341, 384, 443, 493, of this volume.

tion act, brought it within the reach of the poorer claſſes of the people in every part of the kingdom; and the increaſe of price being gradual, and any other articles, which could be uſed inſtead of it, being equally increaſed in price, or unattainable *, the people of all ranks found themſelves obliged to continue the uſe of tea, to which they were now accuſtomed, notwithſtanding the advanced price of it, and alſo of ſugar, the duties upon which are in fact additional duties upon the conſumption of tea. The truth of what is now ſaid will appear by the following

Account of the teas for home conſumption, and the total quantities of tea ſold by the East-India company in the under-mentioned years, together with the amount of the ſales and the duties paid to government †.

In the years ending 5th July.	For home conſumption, pounds.	In the years ending 1st September.	Total quantities ſold, pounds.	Amount of the ſales.	Amount of duties paid.
1795	18,498,569	1795	20,587,527	£3,188,439	£503,962
1796	18,618,024	1796	21,096,397	3,059,873	635,572
1797	18,716,546	1797	19,650,726	2,832,462	788,573
1798	18,599,377	1798	19,766,484	3,049,079	946,752
1799	19,680,771	1799	24,853,503	4,086,376	1,410,178
1800	20,780,724	1800	23,378,816	3,662,043	

During ſeveral years bypaſt the king had kept a flock of ſheep of the true Merino breed; and it was found that the quality of the wool was nothing degenerated in conſequence of the climate or paſture of this country. The croſs of a Merino ram was alſo found to increaſe the quantity, and improve the quality, of the native ſhort-wooled ſheep, eſpecially the South-down, Hereford, and Devon-ſhire, breeds. Theſe encouraging circumſtances induced his Majeſty to procure a further ſupply of Spaniſh ſheep from a flock of an eſtabliſhed reputation for excellence of wool. Five rams and thirty-five ewes of the breed called Negretti, which for purity of blood and fineneſs of wool are as highly eſteemed as any in Spain, were accordingly obtained from the marchioneſs del Campo de Alange in the year 1792, which, with their deſcendents, have been kept with great care and attention at Oatlands.

Though the wool of all theſe ſheep, the Merino as well as the Negretti, was acknowleged to be equal to any imported Spaniſh wool, yet, the manufacturers, apprehending that it muſt degenerate in this country, were unwilling to offer any price for it. Therefor, that the object, which was to aſcertain whether ſuperfine cloth could be made of wool

* Some people, without thinking, ſay, Why not uſe malt liquor or milk, as our anceſtors did when tea was unknown?—The obvious anſwer is, The country being vaſtly more populous now than it was then, a greater ſupply of proviſions of every kind is neceſſary: and it may be demonſtrated, that the additional barley requiſite for a ſufficient quantity of malt liquor, and the additional paſture for cows to yield a ſufficient quantity of milk, and for the working cattle required to cultivate the additional ground, can ſcarcely be found anywhere without diminiſhing the quantity of bread corn. Indeed, the quantity of milk neceſſary for London, in caſe of ſubſtituting it for only a ſmall part of the tea now uſed, cannot poſſibly be obtained within the diſtance from which it can be carried to the conſumers, all the fields within that diſtance being already employed in feeding cows, or raiſing hay for them and the horſes of the metropolis.

† This is a continuation of the accounts in *pp.* 336, 338.

produced in this country, might not be fruſtrated, the king was obliged to have it manufactured for ſome years at his own expenſe; and cloth of excellent quality was made from it.

As goods of any kind cannot fail to find their own value in time, and that of the wool was now eſtabliſhed to the ſatisfaction of the few to whom it was known, it was reſolved to give it an opportunity of being more generally known by letting the manufacturers have it at any price they pleaſed to give for it. Accordingly it was ſold in the year 1796 and the ſubſequent years as follows.

1796 . . . . . at 2*s* per pound.
1797 . . . . . 2*s*2

	First quality.	Second.	Third.	Total ſale.
1798 . . . . 89 fleeces . . .	167 lb. at 5*s**	23 lb. at 3*s*6	13 lb. at 2*s*6	£47 8 0
1799 . . . 101 fleeces . . .	207 . . . 5*s*6	28 . . . 3*s*6	19 . . . 2*s*	63 14 6
Rams wool of 1798-99	181 . . . 4*s*6	22 . . . 3*s*6	12 . . . 2*s*	45 15 6

In order to render the propagation of ſo valuable a race of ſheep as extenſive as poſſible, his Majeſty gave a hundred of his rams, and many of his ewes, as preſents to different perſons. And that the improvement of the ſtaple commodity of Great Britain might be rendered acceſſible to all perſons, he alſo ordered a number of the rams and ewes to be ſold.

The introduction of the Spaniſh breed of ſheep has been an object of the attention of the government of France for about thirty years; and the ſheep and wool were ſold every year by auction †.

The following is an Account of the woolen cloths, milled at the fulling mills in the West-riding of Yorkshire, in the under-mentioned years.

Years.	Broad cloths. Pieces.	containing Yards.	Narrow cloths. Pieces,	containing Yards.
1784	138,023	4,094,335	115,500	3,356,648
1785	157,275	4,844,855	116,036	3,409,178
1786	158,792	4,934,975	123,025	3,536,889
1787	155,748	4,850,832	128,740	4,058,157
1788	139,406	4,244,322	132,143	4,208,303
1789	154,134	4,716,460	145,495	4,409,573
1790	172,588	5,151,677	140,407	4,582,122
1791	187,569	5,815,079	154,373	4,797,594
1792	214,851	6,760,728	190,468	5,531,698
1793	190,332	6,054,946	150,666	4,783,722
1794	190,988	6,067,208	130,403	4,634,258
1795	250,993	7,759,907	155,087	5,172,511
1796	246,770	7,830,536	151,594	5,245,704
1797	229,292	7,235,038	156,709	5,503,648
1798	224,159	7,134,114	148,566	5,180,313
1799	272,755	8,806,688	180,168	6,377,277
1800	285,851	9,263,966	169,262	6,014,420

* It is proper to obſerve, that in the year 1799, when the wool of 1798 and 1799 was ſold, Spaniſh wool was higher than ever it was before: yet no Spaniſh ſold above 5*s*6, except a very ſmall quantity which fetched 5*s*9.

† The French official advertiſement of 24th May 1800, after announcing the ſale of 220 ewes and rams of the fineſt-wooled Spaniſh breed, part of the flock kept on the national farm of Rambouillet, and 2,000 pounds of ſuperfine wool, the produce of mixed breeds kept at Verſailles, affirms that the ordinary coarſe-wooled breed of French ſheep, when croſſed by Spaniſh rams, improves ſo much, that in the third or fourth generation their wool is not diſtinguiſhable from that of real Spaniſh ſheep, and that the country round Rambouillet, to a conſiderable diſtance, was now ſtocked with fine-wooled ſheep of the Spaniſh breed.

Kerſeymeres, which of late have become an article of conſiderable importance, are not included in this account.

The following eſtimates of the number of packs of wool (of 240 pounds each), and of the value of the broad and narrow cloths, together with the ſuppoſed amount of the other branches of the woolen manufacture in the Weſt-riding of York-ſhire, and alſo in the whole kingdom, in the year 1799, are taken from the evidence given by ſeveral manufacturers to a committee of the houſe of commons in April 1800.

	£	£		£
72,734 packs, average value	11	800,074, made	272,755 pieces broad, of the estimated value of	3,795,157
30,028 ——	14	420,392 ——	180,168 —— narrow, average value £6 ..	1,081,008
Total value of broad and narrow cloths *				4,876,165
Blankets and other goods (apparently including kerseymeres) supposed above				1,600,000
Stuffs, or worsted goods, supposed to amount to				1,400,000
The whole woolen goods made in the riding being thus estimated at				£7,876,165

Some of the same gentlemen estimated the quantity of wool annually produced from 28,800,000 sheep, the supposed stock in the kingdom, to be 600,000 packs, for which they assumed the medium value of £11 per pack, the whole being £6,600,000

The value is increased in the manufacture from double to ninefold: assuming threefold as an average, the total value of woolen goods manufactured in the whole kingdom, is 19,800,000

In the year 1782 it was estimated at £14,000,000, and in 1791 at £19,000,000 †.

This vaſt manufacture is ſuppoſed to give employment to three millions of men, women, boys, and girls ‡, notwithſtanding the decreaſe of the quantity of wool, and the great abridgement of labour by the uſe of machinery, which, in the various proceſſes previous to the weaving, was ſtated by one manufacturer to accompliſh by the hands of 35 perſons the work, which about the year 1785 required the labour of 1,634 perſons.

The capital veſted in machinery, and buildings appropriated to the woolen manufacture, in various parts of the country, was ſuppoſed to be about £6,000,000.

It is evident that the foreign demand for woolen manufactures has lately extended beyond the power of the country to ſupply it: for many more orders have been ſent to the manufacturers than they could poſſibly find wool to execute. The increaſed demand may be aſcribed, partly to the failure of ſome manufactures on the continent, occaſioned

* The evidence ſtates only the ſuppoſed total of the value of the broad and narrow cloths taken together, and the average value of the narrow: and theſe form the baſis on which the account given in the text is conſtructed. The broad cloths appear to have been valued at above £13 : 18 : 0, which, unleſs the finer goods made a greater proportion of the whole than can well be ſuppoſed, is ſurely much too high.

† There is no regular official account of any other branch of the woolen manufacture than the broad and narrow cloths of the Weſt-riding of York-ſhire. And it muſt be acknowleged that all the numbers here given ſeem rather conjectural than founded upon ſufficient data. One gentleman ſtates the wool produced in the years 1782 to 1790 at 600,000 packs: and, though he and others ſtated that the quantity has been decreaſing ſince 1784, he eſtimates his total of all the woolen manufactures upon the baſis of 600,000 packs, entirely overlooking the imported wool of Spain and other countries.

‡ It may well be doubted, whether this number does not include the infant children and all other dependents of the manufacturers. Other eſtimates ſtate the number at rather more than a million, or at moſt at a million and a half. See *V.* iii, *p.* 603.

by the convulsions of the war, and partly to the augmentation of the military establishments of every country in Europe. The deficiency of wool is pretty certainly owing to the increase of inclosures for the purpose of raising corn for the subsistence of the increased number of people in the country and its foreign dependencies, and the unprecedented number of consumers in the army and navy.

In addition to all the wool produced in the country, the following quantities of foreign wool were imported in the under-mentioned years.

Years.	*Spanish wool*, pounds.	*Other wool*, pounds.	Years.	*Spanish wool*, pounds.	*Other wool*, pounds.
1791	2,644,653	131,401	1796	3,400,236	53,975
1792	4,350,819	163,157	1797	4,602,805	50,891
1793	1,750,151	141,234	1798	2,362,469	35,657
1794	4,423,893	61,689	1799	4,891,305	44,534
1795	4,764,264	138,236			

If from the great staple manufacture of England we turn to, what has been called, the staple of Scotland, we shall find, that, though the more beneficial manufacture of cotton must undoubtedly have drawn off many hands from the linen manufacture, it has not declined, but rather advanced, as appears from the following

Account of the quantity and value of the linen cloth stamped for sale in Scotland during the under-mentioned years *.

Years.	Yards.	Value.	Years.	Yards.	Value.
1785	17,275,075	£835,081 14 3	1793	20,676,620	£757,332 0 0
1786	17,505,375	823,447 13 1	1794	20,535,633	797,416 19 4
1787	19,425,031	843,920 13 5	1795	21,374,196	827,003 13 3
1788	20,506,310	854,900 16 2	1796	23,102,404	906,202 8 4
1789	19,996,075	779,608 8 0	1797	19,475,241	735,084 4 0
1790	18,328,960	729,772 5 1	1798	21,297,059	850,403 9 9
1791	18,739,725	755,546 7 8	1799	24,506,007	1,116,022 4 7
1792	21,065,386	842,543 14 2	1800	24,235,633	1,047,598 10 10

There is no account kept of the linen manufacture of England. As it is an object of subordinate importance, the annual amount of it is probably rather under £1,000,000

Neither is any account kept in either part of the united kingdom of the much more important manufacture of cotton, except the calicoes and muslins which are printed, the quantity of which is known with certainty by means of the duty paid upon them. The amount and progress of the printing business appears in the following

* I have already observed, that the linens, which most of the families in Scotland make for their own use, are not stamped, and consequently not included in the returns made by the stamp-masters to the trustees or the linen and hempen manufactures. They must amount to several millions of yards annually.

The act for the encouragement of the linen manufacture in Scotland was passed in the year 1727. In 1728 there were stamped 2,183,978 yards, value £103,312 : 9 : 8; and in the year 1732 the manufacture increased to 4,384,823 yards, value £168,322 : 14 : 10. So flattering a prospect of *the great national staple* made Mr. Lindsay, who wrote his treatise, called *The interest of Scotland considered*, in the year 1733, exclaim in a transport of patriotic exultation, 'that the 'linen trade is already increased in its quantity, 'and improven! exceedingly improven! in its 'quality, even beyond our utmost hopes. We 'now know, from certain experience, that this 'trade shall turn to account, and to a very great 'account; that it is the *only* branch of business 'that can employ all our hands profitably, and a 'business that can never be overstocked.'—We shall immediately see that, in the present day, Scottish calicoes and muslins have a much more extensive sale than Scottish linens, with all their great increase since Lindsay's time.—For the progress of the Scottish linen manufacture in preceding years see *V.* iii, *pp.* 336, 454, 546, and *V.* iv, *p.* 63.

Account of the calicoes, muslins, linens, and stuffs, printed in England and Wales, in the years 1796 *and* 1800.

	Rate of duty.	1796. Yards.	1796. Amount of duty.	1800. Yards.	1800. Amount of duty.
Foreign calicoes and muslins	7*d*	1,750,270	£51,049 10 10	1,577,536	£46,011 9 4
British calicoes and muslins	3½	24,363,240	355,297 5 0	28,692,790	418,436 10 5
Linens and stuffs	3½	3,464,862	50,529 4 11	3,232,073	47,134 7 11

If we follow the calculation assumed in an estimate laid before a committee of the house of commons, that the duty is one tenth of the value, we may estimate the value of the British calicoes and muslins printed in England and Wales in 1796 at £3,552,972
and those printed in 1800 at 4,184,365

The quantity of white calicoes and muslins, made in England and Wales, is probably much greater than that of the printed: and, though they do not incur the expence of printing and duty, yet, as a greater proportion of them are fine goods, the value of them is perhaps rather above £3,000,000

There are many other fabrics of cotton, of which it seems impossible to make any estimate.

The annual exports of British cotton manufactures from all the ports of Great Britain, on the average of three years, 1797-1799, was 4,175,236

I apprehend theſe ſtatements, and eſtimates, or conjectures, conſtitute all the attainable materials for illuſtrating the ſtate of this great and important manufacture: and, after uſing every endeavour to obtain a more ſatisfactory account, I muſt adopt the opinion, conveyed to me in a letter from a gentleman, who is at the head of ſome of the greateſt manufacturing eſtabliſhments in the kingdom, that the object is beyond the reach of individual inveſtigation, and, unleſs government ſhall order an inquiry, it can only be eſtimated by the importation of cotton, which is for the moſt part manufactured at home.—The quantity of cotton of all kinds, imported during the year 1800, in England was 42,806,507 pounds, in Scotland 13,204,225, total 56,010,732 pounds.

Perhaps the manufacture in Scotland, as being in a narrower field, is more within the reach of individual obſervation than that of England. I therefor venture to lay before the reader, as being apparently a near approximation to the truth, the following

Estimate of the state of the cotton manufacture in Scotland, made up in the year 1796, *at Glasgow, the center of the principal commerce and manufactures of that kingdom.*

39 water mills * which cost for machinery and buildings £10,000 each £390,000
and work ..... 124,800 spindles.
1,200 common jennies, 84 sp. each .. 100,800 ..... 6 each .. 7,200
600 mule jennies, . 144 sp. each .. 86,400 ..... 30 each .. 18,000

Total, working by day and night, ... 312,000 spindles.
Building for the jennies cost 75,000

Capital invested in machinery and buildings 490,200

* In the year 1787 there were only 19 ſpinning mills in Scotland. See above, *p.* 133.

The yarn annually spun is valued at £1,256,412
The cotton, 4,629,043 lbs; average value 2*s* 462,904
The people employed, are estimated at 25,000 of both sexes, young and old, but the greatest number under 15 years of age, whose labour, aided by machinery, thus improves the value of the raw material in the first stage of manufacture 793,508
from which deduct wages, estimated at 500,000
and there remains, as compensation for the cost and wear and tear of the machinery, and proprietors' profits, the sum of 293,508

The annual value of calicoes and muslins, now deservedly esteemed *the staple of Scotland*, when finished, including the excise duty on a part of them which are printed, and the cost of tambouring and needle work on about a third part of them, was then estimated at ..... £3,108,549.

The value of the cotton yarn, as above £1,256,412
to which add for yarn got from England 520,000
1,776,412

The wages of weavers, tambourers, needle-workers, the charges, the profits of the manufacturers, and the revenue paid to government, thus amonnted to *1,332,137

which great sum is produced by capital, ingenuity, management, and labour in the subsequent stages of the business.

The cotton manufacture in Scotland employs ..... 38,815 weavers,
for winding warp and weft ..... 12,938 women,
and, supposing one third part of the muslin adorned with tambouring or needle-work ..... 105,000 women and girls, mostly children.
besides those employed in the spinning branch, ... 25,000 persons.

Hence it appears that ..... 181,753 persons derive their immediate subsistence from the cotton manufacture in Scotland, and also a proportional number in England employed in producing yarn to the value of £520,000; besides the innumerable people of all classes concerned in providing necessaries and accommodations of every kind for that great multitude, and in constructing and repairing the machinery and buildings; and the cultivators of the cotton in the East and West Indies, seamen, merchants, &c. &c. who are all wholely or partly supported by this most beneficial manufacture, whereby the cotton is raised, taking the whole manufacture together, to be about seven times the value it was of when imported †.

* Mr. Brown, my author, makes the weaving and charges £592,137
printing, tambouring, and needle-work 840,000
£1,432,137
If he is right in *these* numbers, the total must be £100,000 more.

† This account of the cotton manufacture of Scotland is extracted from *Brown's History of Glasgow*, *V.* ii, *pp.* 240-245.

‡ A growler at improvement may say, that so much yarn spun by the hand would give bread to several hundred thousands of women. But the answer is, that scarcely any women would be employed in that way at all, and consequently no weavers, printers, tambourers, &c. as was the case before the machinery was invented. As for those who repine at the improvement of the condition of the people, and feel themselves unhappy at seeing a poor girl have a handsome gown acquired by honest industry, (and many such there are who affect to pass their malevolence for a regard to religion) they are unworthy of any answer.

Such are the bleſſings of theſe truely valuable eſtabliſhments, which unite individual intereſt and national advantage with the trueſt and beſt of charities; that of rendering the poor uſeful to the community and to themſelves, and placing them above the acceptance of gratuitous ſupport, the premium of indolence, and poiſon of induſtry, which debaſes the ſpirits of thoſe whom it cannot permanently feed.

The cotton manufacture has increaſed very much in Scotland ſince the year 1796, as appears by the above-mentioned quantity of cotton imported in 1800, though the printing buſineſs ſeems to have declined a little, as may be inferred from the following

Account of the calicoes, muslins, linens, and stuffs, printed in Scotland in the years 1796 *and* 1800.

	Rate of Duty.	1796 Yards.	1796 Amount of Duty.	1800 Yards.	1800 Amount of Duty.
Foreign calicoes and muslins	7*d*	41,403	£ 4 124 5 1	78,868	£ 2,300 6 4
British calicoes and muslins	3½	4,258,557	62,103 19 1½	4,176,939	60,913 13 10½
Linens and stuffs	3½	1,185,500	17,288 10 10	1,220,714	17,802 1 7

and the manufacture ſtill continues to increaſe in both kingdoms.

The probable amount of the other principal branches of Britiſh manufacture will be found in the eſtimate of the inſurable property in the kingdom, to be given under the year 1801.

The following view of the exports of fiſh and oil from Newfoundland, and of the veſſels cleared out from the ports of Great Britain for the Newfoundland fiſhery, in two periods of three years each, is taken from accounts made up by order of parliament *.

Exported from Newfoundland to	1790 Dry fish. quint.	1790 Wet fish. barrels.	1790 Oil, Tuns. h. g.	1791 Dry fish, quint.	1791 Wet fish. barrels.	1791 Oil, Tuns. h. g.	1792 Dry fish, quint.	1792 Wet fish. barrels.	1792 Oil, Tuns, h. g.
South of Europe .	581,824	3,667	78 1 9	623,083	4,338	44 0 37	490,514	. . .	27 2 20
Ireland	13,089	344	627 1 43	23,796	442	233 0 30	13,209	3,109	229 1 4
Guernsey and Jersey	. . .	. . .	. . . .	6,400	109	11 2 31	. . .	. . .	. . . .
Brit. Amer. colonies	854	50	. . . .	1,450	501	. . . .	276	180	. . . .
West Indies . . .	58,904	988	11 3 4	11,935	1,449	12 3 0	42,118	2,307	16 0 19
Great Britain . . .	29,750	1,172	1,222 0 1	53,483	172	538 1 7	19,716	. .	2,623 1 60
Totals	684,421	6,221	1,939 1 57	720,147	7,011	839 3 42	565,833	5,596	2,896 1 50
Cleared out from Great Britain ..	Vessels. 298	Tuns. 31,644	Men. 2,608	Vessels. 308	Tuns. 34,166	Men. 2,639	essels. 263	Tuns. 27,52[illegible]	Men. 2,412

Exported from Newfoundland to	1798. Dry fish, quint.	1798. Wet fish, barrels.	1798. Oil, Tuns. h. g.	1799. Dry fish, quint.	1799. Wet fish, barrels.	1799. Oil Tuns. h. g.	1800. Dry fish quint.	1800. Wet fish barrels.	1800. Oil, Tuns. h. g.
South of Europe .	209,995	. . .	4 0 0	238,953	990	. . . .	366,379	. . .	2 0 4
Ireland	3,000	. . .	21 1 30	1,531	. . .	70 2 58	1,537	. . .	62 1 35
Guernsey and Jersey	5,688	. . .	8 0 0	. . .	. . .	. . . .	1,176	. . .	24 3 6
Amer. United states	. .	. . .	. . . .	4,281	704	. . . .	1,600	. . .	. . . .
Brit. Amer. colonies	14,128	743	. . . .	1,375	406	. . . .	6,011	. . .	. . . .
West-Indies . . .	75,415	4,681	21 2 39	53,882	1,416	1 1 55	97,295	. . .	. . . .
Great Britain . . .	45,137	602	2,122 0 24	13,734	32	1,779 2 10	7,526	96	2,278 1 57
Totals	353,363	6,026	2,177 0 30	313,756	3,548	1,851 2 60	481,524	96	2,367 2 39
Cleared out from Great Britain.	Vessels. 162	Tuns. 15,838	Men. 1,268	Vessels. 128	Tuns. 1,322	Men. 1,145	Vessels. 143	Tuns. 17,360	Men. 1,380

† In all the abſtracts of imports and exports given in this work, prior to the year 1800, Newfoundland is included under the title of Britiſh American continental colonies.

The progreſs of the herring fiſhery on the coaſt of Scotland has been already deduced from the commencement of the bounty ſyſtem to the beginning of the American war, and afterwards brought down to the termination of it. That the herring fiſhery of Great Britain continued for the moſt part in a ſtate of progreſſive augmentation, notwithſtanding the further reduction of the tunnage bounty to twenty ſhillings in the year 1787, appears from the following account of the veſſels employed in it, and the herrings cured and exported, extracted, partly from various accounts laid before the committee of the houſe of commons appointed to inquire into the ſtate of the fiſheries, who beſtowed much attention on that important object in this and the preceding year, and partly from the books of the inſpector-general of imports and exports.

		On the tunnage bounty,				Not on the tunnage bounty,				Exported,	
		Veſſels.	Tuns.	Men.	Herrings cured, barrels.	Veſſels.	Tuns.	Men.	Herrings cured, barrels. crans.	White herrings, barrels.	Red herrings, barrels.
ENGLAND.	1783									19,038	29,521
	1784									17,507	40,270
	1785									12,116	19,790
	1786	3	152	35	222					14,575	38,269
	1787	6	284	74	1,262				23,566	19,013	29,694
	1788	15	933	208	1,321				23,787	18,955	18,668
	1789	16	973	216	1,693				18,113	18,556	12,914
	1790	2	91	26	246				22,192	15,116	23,993
	1791	4	149	39	538				18,434	16,144	16,940
	1792	1	45	13	276				16,398	25,630	13,769
	1793	5	204	52	823				26,807	21,812	20,055
	1794	1	45	13	257				19,142	23,226	9,101
	1795	2	108	27	612					14,530	5,792
	1796	3	143	33	856					23,552	2,705
	1797									35,445	5,695
	1798									41,674	21,264
	1799									40,309	8,684
	1800									31,901	6,976
SCOTLAND.	1783	154	7,307	1,696	13,603					8,045	1,554
	1784	162	7,869	1,816	22,075					22,971	1,284
	1785	180	8,718	2,013	18,601					15,064	1,521
	1786	216	10,540	2,440	27,833					24,369	938
	1787	249	12,870	2,964	44,613				5,476	33,727	3,102
	1788	282	14,564	3,301	54,167				22,815	26,383	827
	1789	310	15,780	3,672	23,778				17,434	20,040	1,444
	1790	285	14,257	3,314	48,496				11,611	25,997	1,382
	1791	331	16,090	3,765	74,764				23,941	33,895	944
	1792	332	15,925	3,738	81,851				25,822	38,920	894
	1793	316	15,012	3,511	67,203				27,954	44,781	857
	1794	315	15,054	3,516	33,485				38,046	37,090	1,114
	1795	252	11,759	2,751	34,399					67,504	1,040
	1796	277	13,074	3,074	73,305					100,770	777
	1797	289	13,550	3,196	88,885					136,561	1,272
	1798	285	13,133	3,100	84,942	811	26,319	2,724	48,477	142,779	3,556
	1799					609	20,428	2,235	40,607	46,405	4,595
	1800									141,474	2,841

* Notwithſtanding my earneſt endeavours during ſeveral years to complete this account, ſome parts of it are unavoidably defective.

According to another account, comprehending all the boats as well as decked veſſels, not on the bounty, entered inward from the fiſhery in the ports of Scotland, the following were the quantities of fiſh landed by them.

	Veſſels and boats.	Tuns.	Men.	Herrings, barrels.	Herrings, in bulk.	Ling, N°.	Ling, dried, cwts.	Cod, N°.	Haddocks, N°.
In the year 1798 . . .	634	19,184	2,043	111,241	1,149,500	15,285	222	2,000	1,000
In the year 1799 . . .	1,161	35,695	3,963	207,958	4,388,100	20,785	436	2,350	1,000

Mr. Weſtgarth, the acting ſalt accountant, obſerves that the returns from Shetland are wanting in the accounts of theſe two years: and he adds, that 'a great fiſhing is carried on on the coaſts of Scotland by 'veſſels which do not require cuſtom-houſe diſpatches, and of which, 'conſequently, no accounts are kept.'

The following account of the quantities of corn exported and imported, from the year 1790 to the end of 1800, is a further continuation of the accounts already given, which began with the commencement of the corn regiſter.

		Imported into		Exported from		Duties received.	Drawbacks paid.	Bounties paid on Importation.	Bounties paid on Exportation.
		ENGLAND Quarters.	SCOTLAND Quarters.	ENGLAND Quarters.	SCOTLAND Quarters.	£	£	£	£
1791	Wheat	357,999	72,798	46,195	2,079				
	Rye	56,124	254	3,528					
	Barley	43 718	17,417	2,390	477				
	Malt	.. ..	.. ..	34,409	4,787				
	Oats	637,718	115,530	14,642	918				
	Oatmeal	1,251	31,548	627	160	27,511	1,170	.. ..	7,657
	Peas	1,938	45	5,380	59				
	Beans	12,616	127	7,906	361				
	Indian corn	1,240	9	1,246					
	Rice . . cwt.	226,381	547	144,466	80				
	Flour . . cwt.	113,258	1,517	92,049	1,381				
1792	Wheat	17,515	2,686	245,208	5,774				
	Rye	13,026	.. ..	16,151					
	Barley	87,916	30,611	25,109	2,410				
	Malt	.. ..	.. ..	18,360	1,661				
	Oats	810,575	124,332	22,460	1,480				
	Oatmeal	3,317	25,693	515	76	39,543	1,179	.. ..	76,802
	Peas	4,801	1	5,562	67				
	Beans	38,452	.. ..	11,593	63				
	Indian corn	5,678							
	Rice . . cwt.	231,864	2,161	174,774	184				
	Flour . . cwt.	7,757	.. ..	192,987	2,608				
1793	Wheat	422,491	6,859	44,865					
	Rye	55,590	4	512					
	Barley	117,439	29,730	1,499	14				
	Malt	.. ..	.. ..	1,816	117				
	Oats	587,042	112,416	15,851	385				
	Oatmeal	2,352	6,711	871	60	46,140	1,572	.. ..	7,415
	Peas	15,848	2,706	4,509	73				
	Beans	29,270	450	9,724	47				
	Indian corn	2							
	Rice . . cwt.	193,560	120	96,173					
	Flour . . cwt.	206,175	7,493	121,599	654				

1794	Wheat	304,482	20,156	114,825	1,447	£30,933	£982	.. .. ..	£5,796
	Rye	24,471	1	1,920					
	Barley	122,102	6,467	2,696	127				
	Malt	.. ..	....	3,525	2,947				
	Oats	772,330	73,692	12,350	1,038				
	Oatmeal	972	5,689	915	133				
	Peas	40,071	298	3,241	39				
	Beans	89,900	344	7,229	291				
	Indian corn	1,600	....	1,448					
	Rice cwt.	86,548	29	79,337					
	Flour cwt.	11,415	14	134,352	1,361				
	Rye meal cwt.	3,705							
1795	Wheat	276,183	11,747	677		1,984	152	.. .. ..	25
	Rye	11,507	....	115					
	Barley	17,871	200	1,715	73				
	Malt	.. ..	....	4,627					
	Oats	418,960	22,128	4,539	880				
	Oatmeal	5,133	2,445	485	84				
	Peas	20,189	74	1,258	57				
	Beans	15,808	....	2,957	278				
	Indian corn	20,586	....	465					
	Rice cwt.	144,859	642	25,757	52				
	Flour cwt.	89,754	767	62,813	754				
	Rye meal cwt.	37,595	....	487					
1796	Wheat	765,652	54,729	677		.. ..	107	£573,418	
	Rye	159,209	1,373	122					
	Barley	37,802	2,232	6,999	171				
	Malt	.. ..	....	5,928	1				
	Oats	654,180	86,168	9,739	333				
	Oatmeal	7,552	16,422	585	188				
	Peas	30,607	2,104	2,062	50				
	Beans	33,753	1,453	8,558	55				
	Indian corn	22,410	....	3,289					
	Rice cwt.	406,463	585	76,494	198				
	Flour cwt.	205,620	246	83,314	694				
	Rye meal cwt.	11,611							
	Indian meal cwt.	20,650	2						
1797	Wheat	401,020	55,884	23,076		8,741	16	28,565	63
	Rye	8,251	7	108					
	Barley	52,829	11,368	5,201	18				
	Malt	.. ..	....	7,846	24				
	Oats	479,834	83,910	17,920	1,149				
	Oatmeal	1,753	16,074	896	229				
	Peas	16,475	1,343	2,764	71				
	Beans	17,146	248	8,195	291				
	Indian corn	108	....	6,419					
	Rice cwt.	116,395	1,846	69,730					
	Flour cwt.	16,988	38	105,785	4,287				
	Rye meal cwt.	....	....	1,400					
	Indian meal cwt.	14							
1798	Wheat	364,577	30,830	20,956	1,181	60,245	11	455	496
	Rye	6,925	....	680					
	Barley	92,593	23,892	2,834	22				
	Malt	....	....	8,524	3,696				
	Oats	654,919	67,116	22,269	1,331				
	Oatmeal	6,519	13,894	1,213	224				
	Peas	21,118	565	3,397	19				
	Beans	11,670	658	15,846	246				
	Indian corn	15	6	579					
	Rice .... cwt.	200,814	2,633	72,109	1,423				
	Flour .... cwt.	4,548	50	128,970	2,786				

1799	Wheat	397,038	48,009	16,959					
	Rye	22,045	5	40					
	Barley	17,986	1,552	1,929	22,972				
	Malt	....	....	9,461	7,024				
	Oats	446,795	48,295	16,263	1,369				
	Oatmeal	4,933	8,600	1,382	265	£17,833	£ 6	£16	£4,633
	Peas	8,715	35	2,254	57				
	Beans	4,800	....	9,113	395				
	Indian corn	2	....	500					
	Rice cwt.	92,019	1,551	44,626					
	Flour cwt.	63,480	2	75,180	3,228				
	Rye meal cwt.	2,650	....	396					
1800	Wheat	1,049,521	125,133	6,090	1,775				
	Rye	137,774	939	37					
	Barley	122,898	8,078	3,375	18				
	Malt	....	....	2,414	1				
	Oats	483,012	60,230	8,706	800				
	Oatmeal	359	338	904	83				
	Peas	23,463	3,333	1,813	8	936	.. ..	44,837	372
	Beans	15,131	666	7,037	108				
	Indian corn	5,246	3,190						
	Rice cwt.	304,914	10,736	6,362	60				
	Flour cwt.	286,477	28,055	48,426	1,089				
	Rye meal cwt.	21,597	428	1,448					
	Indian meal cwt.	382	9,088						

There were built and registered in the several ports of the British dominions, in the course of this year,

965 vessels measuring 126,268 tuns.

The net revenue of the customs, paid into the exchequer in the course of this year, was

from the custom-house in London	£6,432,197	18	10
from the custom-house in Edinburgh	331,100	0	0
the West-India duty of four and a half per cent	36,457	14	9
Total net revenue of the customs of Great Britain	£6,799,755	13	7

There were coined at the mint, in the course of this year,
4,065 pounds of gold, (almost all in pieces of 7*l*.) value £189,937 2 6
and no silver.

According to an account made up at the bank of England, the average amount of the bank notes in circulation, during each quarter of this year, was as follows.

	Notes of £5 and upwards.	Notes of £2 and £1.
from 25th December to 25th March	£13,433,420	£1,686,640
25th March 25th June	13,490,720	1,722,800
25th June 25th September	13,374,870	1,855,540
25th September 6th December	13,388,670	2,062,300

The following is an Account of the number of vessels with their tunnage and men, including their repeated voyages, which entered inward, and cle.. d outward, in the ports of Great Britain, during the year 1800.

ENGLAND.													SCOTLAND.											
Inward.						Outward.						Countries, &c. from and to.	Inward.						Outward.					
British.			Foreign.			British.			Foreign.				British.			Foreign.			British.			Foreign.		
Vessels.	Tuns.	Men.	Vessels.	Tuns.	Men.	Vessels.	Tuns.	Men.	Vessels.	Tuns.	Men.		Vessels.	Tuns.	Men.	Ves.	Tuns.	Men.	Vessels.	Tuns.	Men.	Vess	Tuns.	Men
131	15,611	1,126	862	148,464	8,154	262	45,850	2,505	802	145,995	7,632	Denmark & Norway	39	3,085	204	264	30,385	1,840	81	9,275	510	113	14,218	894
496	117,849	5,287	47	11,524	546	512	132,037	6,048	125	24,848	1,125	Russia	152	18,255	1,036	..	..	..	96	11,871	672			
9	970	58	3	370	21	9	1,064	63	1	80	6	Courland	7	484	31	..	..	..	12	767	60			
118	27,360	1,194	8	1,590	71	85	21,311	981	4	1,048	55	Livonia												
51	7,092	369	248	37,027	2,129	38	5,774	283	177	27,980	1,533	Sweden	43	3,216	222	19	2,114	120	24	2,314	139	8	1,075	59
31	5,679	283	27	4,427	211	30	5,522	274	9	1,644	82	Poland	27	3,242	179	..	..	..	23	3,235	175			
370	82,501	3,818	1,291	152,421	6,896	207	41,838	2,023	1,645	166,242	8,791	Prussia	169	25,416	1,283	71	7,026	355	69	10,755	572	55	5,024	281
112	21,773	987	111	21,342	974	17	2,656	137	31	8,637	412	Dantzik	6	430	32	..	..	..	5	329	27			
111	14,323	832	277	29,399	1,633	220	32,597	1,815	292	37,735	1,953	Germany	107	10,889	614	22	2,721	138	127	12,193	727	7	707	36
33	4,203	227	90	12,363	597	42	6,717	368	97	13,221	664	Bremen												
197	30,853	1,566	159	23,795	1,152	225	35,699	1,902	159	26,542	1,245	Hamburgh	20	1,609	102	1	54	5	2	200	12			
3	871	44	759	51,542	3,315	..	.. ..	..	301	21,536	1,426	Holland	..	.. ..	..	73	6,467	362	..	..	..	12	1,910	99
..	.. ..	..	63	5,925	340	..	.. ..	..	44	4,478	275	Flanders												
9	945	48	241	20,953	1,515	6	534	29	206	16,523	1,292	France												
247	35,615	1,967	70	8,219	452	196	30,029	1,809	126	23,464	1,377	Portugal and Madeira	23	3,100	179	..	..	..	7	754	52			
6	374	29	8	896	56	13	1,624	121	10	1,374	75	Azores												
1	74	3	98	34,289	1,882	5	1,584	138	82	14,912	807	Spain	..	.. ..	..	2	246	18						
..	.. ..	..	26	3,928	232	..	.. ..	..	4	810	45	Canaries												
20	3,944	207	..	.. ..	..	31	4,705	317	10	2,013	123	Straits and Gibraltar	..	.. ..	..	..	..	..	2	184	10			
19	5,132	287	..	.. ..	..	4	469	31	1	119	13	Minorca												
22	4,202	445	8	1,719	115	40	7,205	826	19	3,050	184	Italy	2	203	15	..	..	..	3	388	25	2	216	15
29	4,705	290	8	1,496	87	16	2,452	171	5	759	59	Leghorn												
1	205	19	1	150	9	6	1,127	68	5	813	54	Naples												
16	3,390	182	14	2,681	170	3	740	90	2	389	30	Sicily												
8	1,166	103	6	1,388	119	6	813	56	6	1,064	69	Venice												
14	4,439	267	5	1,145	110	6	2,456	146				Turkey												
4,729	442,667	14,907	47	7,746	424	5,710	498,398	26,178	3	157	15	Ireland	1,121	65,954	4,956	2	229	16	1,446	87,024	6,729	1	68	4
232	9,106	681	1	70	6	317	10,248	1,138				Mann	19	448	51	..	..	..	14	611	41			
446	39,070	2,457	11	1,396	80	586	38,655	2,676	2	276	15	Guernsey, &c.	13	1,370	75	..	..	..	8	786	53			
52	15,610	2,146	..	.. ..	..	51	15,077	2,080				Greenland	10	2,651	378	..	..	..	10	2,652	379			
25	7,087	525	..	.. ..	..	24	6,382	612				Southern fishery												
44	10,893	645	503	114,946	6,239	37	9,309	700	470	105,476	6,218	America. United states	33	6,351	466	47	9,069	508	25	5,072	457	37	7,120	407
147	26,446	1,606	..	.. ..	..	223	33,262	2,483				America. British colonies	43	8,407	476	1	219	17	50	8,759	668			
3	770	87	..	.. ..	..	4	881	142				America. Hudson's bay												
3	662	35	1	168	8	3	843	67				America. Honduras												
..	.. ..	..	2	399	30	..	.. ..	..	2	579	49	America. Florida												
..	.. ..	..	..	.. ..	..	1	149	25				America. Nootka sound												
502	148,302	9,168	..	.. ..	..	407	126,862	8,524				W. Indies. British	65	14,123	1,058	..	..	..	66	14,921	1,406			
236	54,105	4,040	7	1,081	66	199	51,762	4,093	1	195	20	W. Indies. Conquered	24	4,569	367	..	..	..	21	3,852	469			
21	5,135	567	3	503	28	..	.. ..	..	5	657	47	W. Indies. Foreign	2	437	27									
62	49,635	5,880	2	1,018	115	64	49,284	5,604	6	1,990	162	Asia												
..	.. ..	..	..	.. ..	..	3	2,008	163				New Holland												
9	1,524	189	..	.. ..	..	158	38,966	5,211	2	431	40	Africa												
2	407	24	3	317	21	1	150	7	2	270	17	Barbary												
..	.. ..	..	..	.. ..	..	..	.. ..	..	2	433	33	Cape Verde												
3	620	46	..	.. ..	..	10	2,290	208				Cape of Good Hope												
8,571	1,205,567	62,676	5,010	704,697	37,803	9,777	1,269,329	80,112	4,658	654,713	35,933		1,925	174,240	11,751	502	58,539	3,379	2,091	175,942	13,183	235	30,338	1,795

The following is an Account of the number of vessels, with their tunnage and the men usually employed in navigating them, which belonged to the several ports of the British empire in Europe and America on the 30th of September 1800, arranged so as to give a comparative view of the tunnage of every port in each of the three British kingdoms.

ENGLAND.								
	Vessels.	Tuns.	Men.		Vessels.	Tuns.	Men.	
London				Lyme	21	1,733	81	
foreign trade	1,810	503,676	37,046	Preston	33	1,630	71	
coasting trade	856	64,586	4,356	Penzance	27	1,418	121	
	2,666	568,262	41,402	Looe	22	1,257	108	
Liverpool	796	140,633	12,690	Wisbeach	22	1,215	66	
Newcastle	632	140,055	7,054	Truro	17	1,205	75	
Sunderland	506	75,319	3,400	Newhaven	20	1,187	77	
Hull	611	68,533	4,223	Aldburgh	29	1,177	117	
Whitehaven	457	50,869	3,426	Minehead	24	1,125	78	
Whitby	227	36,868	2,014	Cardiff	29	1,096	95	
Yarmouth	375	32,957	2,442	Carlile	19	1,064	68	
Bristol	186	26,193	1,674	Shoreham	30	902	101	
Lancaster	140	19,094	1,926	Penryn	6	339	18	
Scarburgh	118	18,921	1,068	Silley	10	261	26	
Dover	254	15,800	3,155	Gweek	14	236	30	
Plymouth	232	14,800	1,053	Total	12,198	1,466,632	105,037	
Beaumaris	362	13,799	1,094					
Southampton	243	12,888	951					
Lynne	119	12,639	769					
Exeter	148	12,372	772					
Dartmouth	209	11,215	1,048	Islands.				
Rochester	275	10,756	804	Guernsey	77	6,403	781	
Poole	153	10,735	851	Jersey	53	4,244	631	
Portsmouth	212	7,985	604	Total	130	10,647	1,412	
Cardigan	247	7,577	753					
Harwich	137	7,015	814					
Boston	122	6,389	410					
Weymouth	105	6,098	451					
Falmouth	62	5,656	666	Mann.				
Maldon	178	5,525	421	Douglas	79	1,819	429	
Bridlington	38	5,486	272	Ramsey	69	1,650	394	
Berwick	61	5,399	358	Peel	61	1,435	354	
Barnstaple	73	5,387	326	Derby	29	559	108	
Sandwich	97	5,116	397	Total	238	5,463	1,285	
Faversham	248	4,888	580					
Ipswich	94	4,799	299					
Colchester	156	4,663	434					
Biddeford	67	4,659	256					
Fowey	76	4,610	467					
Swansey	81	4,412	251					
Rye	87	4,310	410					
Pembroke	99	3,775	318					
Stockton	41	3,398	201					
Cowes	128	3,279	343					
Chepstow	40	3,264	209					
Aberystwith	75	3,197	265					
Wells	52	3,078	237					
Southwold	39	2,878	192					
Ilfracombe	57	2,851	224					
Gloucester	74	2,687	221					
Chichester	64	2,679	179					
Lanelly	63	2,668	182					
Milford	36	2,533	146					
Padstow	48	2,162	173					
Deal	34	2,084	387					
Woodbridge	33	2,061	125					
St. Ives	39	2,044	143					
Arundel	28	1,926	108					
Blackney & Clay	24	1,876	115					
Bridgewater	35	1,831	129					
Chester	26	1,734	113					

Of the vessels belonging to London, there are in the service of the East-India company 122 ships measuring 106,048 tuns; more tunnage than the whole port of London numbered a century ago.

SCOTLAND.			
	Vessels.	Tuns.	Men.
Greenock	377	35,057	3,804
Aberdeen	281	23,236	1,585
Leith	134	13,894	899
Kirkcaldy	97	11,348	690
Port-Glasgow	90	10,052	785
Dundee	123	8,741	641
Borowstownness	130	8,406	550
Montrose	112	6,555	506
Alloa	100	6,242	378
Irvin	82	5,783	448
Rothsay	92	5,404	958
Campbelltown	75	3,496	618
Ayr	44	3,256	237
Perth	31	2,429	151
Inverness	42	2,143	177
Anstruther	46	2,128	167
Stornoway	50	1,759	208
Stranraer	38	1,688	157
Dunbar	16	1,584	162
Kirkcudbright	35	1,514	162
Wigton	34	1,195	97
Dunfries	29	1,190	95
Thurso	17	1,035	76
Kirkwall	15	923	80
Oban	18	904	79
Lerwick	17	553	60
Isle-Martin	10	349	33
Fort-William	7	245	22
Port-Patrick	4	174	21
Tobirmory	6	124	22
Prestonpans	3	102	15
Total	2,155	161,511	13,883

IRELAND.			
Dublin	257	17,317	1,666
Cork	78	5,869	464
Youghall	114	5,051	417
Belfast	49	4,476	332
Newry	60	3,041	220
Wexford	62	2,664	288
Waterford	28	2,069	223
Kinsale	52	1,624	166
Limerick	29	1,458	194
Baltimore	37	1,232	127
Larne	30	1,124	94
Strangford	31	1,122	115
Drogheda	17	969	103
Donaghadee	28	940	122
Ross	14	925	71
Wicklow	22	797	69
Londonderry	12	772	58
Dundalk	10	755	50
Galway	31	735	85
Colraine	13	409	54
Killybegs	8	319	52
Sligo	8	251	35
Tralee	7	180	26
Newport	4	120	19
Ballyrain	2	43	7
Clare (none)			
Total	1,003	54,262	5,057

COLONIES.			
	Vessels.	Tuns.	Men.
Canada Quebec	171	10,835	664
Canada New Carlile	38	1,327	116
Nova Scotia Halifax	321	18,979	1,424
Nova Scotia Shelburn	88	3,856	351
New Brunswick, St. John's	113	13,215	710
Newfoundland, St. John's	67	3,845	380
Cape Breton, Sidney	163	4,707	406
St. John's, or Prince Edward's island	41	1,108	123
Bermuda, St. George's	144	10,422	1,061
Bahamas New Providence	262	15,415	1,110
Bahamas Turk's island	6	435	46
Bahamas Exuma	2	38	6
Jamaica Kingston	526	48,132	2,992
Jamaica Montego bay	43	2,870	210
Jamaica Port-Antonio	8	605	39
Jamaica St. Lucea	4	271	18
Jamaica Savanna-la-mar	2	48	6
Tortola	76	6,817	521
St. Christophers Basse-terre	51	4,519	309
St. Christophers Sandy point	7	638	57
Nevis	24	1,450	171
Antigua St. John's	211	12,563	920
Antigua Parham (none)			
Montserrat	12	1,388	76
Dominica, Roseau	55	3,172	375
St. Vincents, Kingston	55	2,774	311
Grenada St. George's	160	10,117	785
Grenada Grenville (none)			
Barbados Bridgetown	82	6,957	510
Barbados three other ports (none)			
Conquered colonies. Martinique St. Pierre	201	15,582	1,592
Conquered colonies. Martinique Fort royal	81	8,011	759
Conquered colonies. St. Lucie, Castries	15	582	64
Conquered colonies. Tobago, Scarburgh	19	2,163	145
Conquered colonies. Demararay, Stabrock	18	1,403	148
Conquered colonies. Surinam, Paramaribo	11	1,112	75
Total	2,161	157,364	12,047

Summary.

England	12,198	1,466,632	105,037
Scotland	2,155	161,511	13,883
Ireland	1,003	54,262	5,057
Colonies	2,161	157,364	12,047
Guernsey, &c.	130	10,647	1,412
Mann	238	5,463	1,285
Total	17,885	1,855,879	138,721

The official value of the imports and exports of Great Britain during the year 1800 was as follows.

	Countries, &c.	Imported into ENGLAND.	Imported into SCOTLAND.	Exported from ENGLAND. British merchandize.	Exported from ENGLAND. Foreign merchandize.	Exported from ENGLAND. Total.	Exported from SCOTLAND. British merchandize.	Exported from SCOTLAND. Foreign merchandize.	Exported from SCOTLAND. Total.
	Denmark	£193,767 13 10	£47,794 10 10	£173,149 12 8	£351,672 17 11	£524,822 10 7	£13,554 4 8	£2,321 5 6	£15,875 10 2
	Russia	1,990,295 3 7	391,803 10 5	548,456 19 5	465,276 9 10	1,013,733 9 3	8,917 6 6	2,684 8 3	11,601 14 9
	Sweden	275,597 15 0	33,682 16 10	29,302 10 5	49,079 4 11	78,381 15 4	458 18 0	.. .. ..	458 18 0
	Poland	370,219 13 3	22,822 0 6	17,642 6 9	30,099 9 9	47,741 16 6	160 6 6	.. .. ..	160 6 6
	Prussia	1,211,021 1 9	129,883 8 7	293,526 8 3	492,529 18 11	786,056 7 2	3,659 7 1	4,736 14 3	8,396 1 4
	Germany	2,182,927 7 10	169,270 7 5	3,858,093 2 2	8,152,478 18 0	12,010,572 0 2	506,027 6 3	147,992 0 0	654,019 6 3
	Holland	802,138 7 6	170,461 16 10	19,519 18 11	3,149,215 10 4	3,168,735 9 3	894 17 5	38,983 3 3	39,878 0 8
	Flanders	34,656 14 1	.. .. ..	40,415 17 7	768,410 15 10	808,826 13 5			
	France	110,220 3 9	195 12 1	130,685 6 7	1,194,734 6 8	1,325,419 13 3			
	Portugal	862,343 17 6	54,504 6 10	899,607 15 3	108,428 8 11	1,008,036 4 2	3,828 4 8	28 17 6	3,857 2 2
	Madeira	10,410 13 6	.. .. ..	171,044 1 11	16,048 13 8	187,092 15 7	38 5 0	.. .. ..	38 5 0
	Spain	652,770 6 10	2,882 11 3	.. .. ..	3,382 16 4	3,382 16 4			
	Canaries	48,536 18 9							
	Straits	2,940 3 2							
	Gibraltar	32,725 15 3	.. .. ..	226,344 13 4	65,937 8 7	292,282 1 11	2,275 18 10	.. .. ..	2,275 18 10
	Italy	355,192 10 9	2,544 11 11	423,241 8 4	127,675 4 9	550,916 13 1	16,775 16 4	1,039 17 6	17,815 13 10
	Venice	54,028 2 3	.. .. ..	9,601 12 7	8,196 19 1	17,798 11 8			
	Minorca	13,500 19 1	.. .. ..	7,776 11 11	4,470 2 1	12,246 14 0			
	Malta	.. .. ..	.. .. ..	28 6 8	.. .. ..	28 6 8			
	Turkey	199,773 9 10	.. .. ..	111,096 0 10	55,708 0 5	166,804 1 3			
	Ireland	2,031,157 15 8	281,666 14 5	1,590,244 19 6	1,748,107 4 4	3,338,352 3 10	197,721 11 3	205,426 4 3	403,147 15 6
	Mann	36,504 6 8	605 17 4	26,926 9 0	21,143 9 2	48,069 18 2	51 7 0	5,935 16 1	5,987 3 1
	Guernsey, &c.	224,548 4 10	13,459 3 7	165,795 11 2	41,224 5 3	207,019 16 5	3,158 12 0	94 12 0	3,253 4 0
	Greenland	106,621 16 10	19,183 13 2	.. .. ..	761 2 0	761 2 0			
United states.	New England	221,368 19 2	4,820 7 0	915,949 14 9	17,686 0 0	933,635 14 9	23,620 17 0	439 19 2	24,060 16 2
	New York	474,905 19 6	97,375 4 0	1,511,880 4 4	57,832 11 2	1,569,712 15 6	323,634 13 1	5,231 4 10	328,865 17 11
	Pennsylvania	241,754 2 6	2,748 8 2	995,648 4 7	31,918 17 0	1,027,567 1 7	5,651 14 3	.. .. ..	5,651 14 3
	Maryland	199,800 13 9	6,129 3 8	1,332,988 17 11	20,542 13 9	1,353,531 11 8			
	Virginia	290,919 4 11	44,349 3 0	633,643 1 6	17,856 17 7	651,499 19 1	12,373 1 7	954 19 0	13,328 0 7
	North Carolina	32,552 2 8	8 5 0	19,772 18 7	414 2 0	20,187 0 7	398 14 5	.. .. ..	398 14 5
	South Carolina	489,971 16 8	81,042 18 11	644,743 0 3	31,244 2 10	675,987 3 1	109,924 9 7	7,635 14 10	117,560 4 5
	Georgia	138,379 14 5	31,797 7 5	149,213 18 2	2,867 14 9	152,081 12 11	10,024 9 9	1,415 6 1	11,439 15 10
Br. America.	Hudson's bay	38,463 8 1	.. .. ..	36,223 9 3	1,837 11 6	38,061 0 9		.. .. ..	
	Newfoundland	65,370 8 11	8,658 2 0	110,587 1 8	85,580 2 10	196,167 4 6	15,571 5 2	7,719 16 3	23,291 1 5
	Canada	205,557 14 4	25,836 19 10	369,668 16 9	62,301 1 7	431,969 18 4	16,325 2 7	11,860 12 4	28,185 14 11
	New Brunswick	12,757 7 10	3,957 12 3	61,160 9 8	8,478 11 4	69,639 1 0	9,773 13 8	1,818 0 8	11,591 14 4
	Nova Scotia	24,226 14 5	7,862 10 11	142,109 1 6	17,117 10 4	159,226 11 10	13,987 9 8	3,869 16 4	17,857 6 0
British West-Indies.	Bermuda	14,780 10 7	.. .. ..	35,233 4 11	1,792 16 5	37,026 1 4			
	Bahama	142,681 10 3	7,884 0 10	271,820 18 1	33,379 4 10	305,200 2 11	113,904 19 4	4,326 1 4	118,231 0 8
	Antigua	223,987 13 3	10,111 17 10	72,662 9 6	7,506 1 10	80,168 11 4	17,916 1 6	2,258 12 6	20,174 14 0
	Barbados	286,749 18 9	9,737 4 9	200,477 12 6	39,916 15 4	240,394 7 10	3,585 6 0	1,714 6 4	5,299 12 4
	Dominica	288,412 18 3	.. .. ..	37,569 7 3	4,261 13 6	41,831 0 9			
	Grenada	207,020 10 5	47,918 19 3	75,158 12 8	10,861 9 3	86,020 1 11	39,936 17 4	10,892 4 4	50,829 1 8
	Jamaica	3,612,502 3 5	239,642 8 8	1,691,249 15 9	210,079 6 3	1,901,329 2 0	191,328 10 2	12,256 18 7	203,585 8 9
	Montserrat	70,705 5 6	.. .. ..	40,405 16 2	1,463 4 10	41,869 1 0			
	Nevis	67,151 18 2	3,607 9 3	12,790 2 7	693 0 8	13,483 3 3			
	St. Christophers	261,304 12 4	22,150 0 5	51,888 5 4	5,571 13 7	57,459 18 11	9,744 12 0	536 17 9	10,281 9 9
	St. Vincent	217,880 8 11	24,582 16 4	73,252 6 11	7,649 2 5	80,901 9 4	10,181 5 3	1,062 3 8	11,243 8 11
	Tortola	28,690 16 2	17,295 18 2	86,416 10 5	5,707 0 3	92,123 10 8	18,668 1 4	853 0 10	19,521 2 2
Foreign West-Indies. Conquered islands.	Demararay	1,054,055 13 3	72,825 11 3	325,420 4 11	34,934 10 7	360,354 15 6	32,414 3 1	4,508 13 5	36,922 16 6
	Martinique	645,990 11 6	797 18 9	209,008 17 8	76,613 6 11	285,622 4 7	2,431 5 10	191 11 3	2,622 17 1
	St. Lucie	54,377 2 6	.. .. ..	9,427 16 2	1,211 0 2	10,638 16 4			
	Surinam	530,023 8 8	.. .. ..	81,613 3 6	22,713 13 1	104,326 16 7			
	Tobago	138,519 9 9	46,944 7 3	38,776 19 6	1,708 16 10	40,485 16 4	5,826 2 8	432 11 6	6,258 14 2
	Trinidad	146,798 2 11	33,972 8 6	89,903 17 10	8,458 5 2	98,362 3 0	103,978 6 5	8,124 14 11	112,103 1 4
	Buenos Ayres	1,873 16 10							
	Cayenne	.. .. ..	419 2 1						
	Cuba	7,768 7 0	4,423 2 6						
	St. Bartholemew	56,721 11 2	.. .. ..	1,154 8 9	.. .. ..	1,154 8 9			
	St. Croix	3,032 8 9							
	St. Domingo	4,858 3 0							
	St. Martin	217 19 0							
	St. Thomas	222,393 13 7	8,487 18 1	11,456 2 4	7,597 6 8	19,053 9 0			
	Yucatan	.. .. ..	.. .. ..	2,492 16 8	220 17 0	3,713 13 8			
	Bay of Honduras	10,135 11 4	6,642 3 7	1,870 10 1	430 12 8	2,301 2 9			
	Florida	10,116 14 2	.. .. ..	24,792 7 9	4,153 16 0	28,946 3 9			
	Southern fishery	89,198 0 9	.. .. ..	.. .. ..	259 0 10	259 0 10			
	Nootka sound	.. .. ..	.. .. ..	36,853 9 5	644 8 11	37,497 18 4			
	Asia	4,942,241 4 6	.. .. ..	2,694,242 1 11	140,821 4 10	2,835,063 6 9			
	New Holland	34 6 3	.. .. ..	24,037 17 11	1,320 7 0	25,358 4 11			
	Africa	82,289 8 8	.. .. ..	521,922 19 11	495,442 11 6	1,017,365 11 5			
	Sierra Leona	.. .. ..	.. .. ..	7,232 17 9	5,982 19 10	13,215 17 7			
	Cape of Good Hope	14,274 10 0	.. .. ..	60,340 4 0	8,735 16 11	69,076 0 11			
	Prize goods	683,098 6 5	.. .. ..						
	Total	28,357,814 14 8	2,212,790 11 8	22,455,560 10 4	18,350,389 7 6	40,805,949 17 10	1,848,723 3 2	497,346 4 6	2,346,069 7 8

Summary.

		British merchandize.	Foreign merchandize.	Total.
Imports of England	£28,357,814 14 8	Exports of England £22,455,560 10 4	£18,350,389 7 6	£40,805,949 17 10
Imports of Scotland	2,212,790 11 8	Exports of Scotland 1,848,723 3 2	497,346 4 6	2,346,069 7 8
Totals	£30,570,605 6 4		£24,304,283 13 6 £18,847,735 12 0	£43,152,019 5 6

The following are the proportions of the commerce of England in London and the out-ports.

	Imports.	Exports. British merchandize.	Exports. Foreign merchandize.
London	£18,843,172 2 10	£13,272,494 0 5	£12,156,428 16 2
Out-ports	9,514,642 11 10	9,183,066 9 11	6,193,960 11 4

London thus appears to have near two thirds of the commerce of all England, and considerably above one half of the whole commerce of Great Britain. Such are the powerful effects of the residence of government, and the monopolies of the chartered companies, together with the commanding capital produced by, and co-operating with, those causes.

The real marketable value of the imports and exports of Great Britain, as stated by Mr. Irving, the inspector-general.

Imports from Asia	£ 9,827,278 0 0	Exports of British merchandize	£39,471,203 0 0
and from all other countries	45,573,138 5 0	and of foreign merchandize	16,359,640 13 0
	£55,400,416 5 0		£55,830,843 13 0

N. B. The excess of the official, beyond the marketable, value of foreign merchandize exported, in this and several preceding years, is chiefly owing to an old established error in rating coffee *for exportation* very much above its real value.

Having laid before the reader the official value of the cargoes imported from, and exported to, every country ſince the commencement of his Majeſty's reign, I now propoſe to exhibit a ſpecification of the chief articles of the merchandize, which actually compoſed the trade with each country in the year 1800, which I have extracted with conſiderable labour from the proper books in the cuſtom-houſe *.

N. B. Under the name of each country, the first column contains the articles imported from it, and the second those exported to it, the British merchandize being printed in Roman letters, and the foreign in Italic.

DENMARK.

Oak bark; cordage; corn (an unusual article); indigo, 10,000 lbs; cotton, 34,666 lbs; hides of horses and oxen; bar iron; kelp; rock moss; some salted beef, pork, and butter; furs and peltry; tar; timber and boards of great variety of kinds.	Alum; wrought brass, copper, and iron; lead; tin; tinned plates; coals; grindstones; painters' colours; earthen ware; glass; salt; cotton goods; woolen goods of all kinds; hats; Scottish linens above bounty, 1,250 yards; tanned leather; refined sugar; melasses; train oil. *Drugs, indigo, logwood, and other dye-stuffs; coffee; cinnamon, and other spices; sugar; tobacco; cotton.*

RUSSIA.

Pearl-ashes, pot-ashes, and weed-ashes; bristles; cordage; some corn; isinglass, rhubarb, and some other drugs; flax, and hemp; bar iron; cast iron; wrought iron, 24 tuns; linens, diaper, drilling, and sheeting; pitch, and tar; bacon; beef; tongues; bread; rags, only 28 tuns; lintseed; some skins of hares, seals, and calves; bees wax; tallow, 410,260 tuns; timber, boards, staves.	Alum; coals; slates; salt; sal ammoniac; spelter; lead; tin; earthen ware; glass; wrought iron; wrought silver; woolen, cotton, and silk, goods of all kinds; stationary; painters' colours; cotton yarn; watches; refined sugar; musical instruments; wearing apparel; horses; herrings. *Drugs; cochineal, indigo, fustic, logwood, and other dye-stuffs; pepper and other spices; coffee; sugar; a few Irish linens; India calicoes, muslins, &c. raw silk; beaver and other skins; some prize French wine.*

SWEDEN.

Some corn and bread; flax; herrings, 313 barrels; bar and cast iron; drawn and wrought iron, 1½ tun; rock moss; pitch, and tar; timber, boards, staves, &c.	Coals; lead; tin; painters' colours; cotton, and woolen, goods; refined sugar. *Drugs; cochineal, indigo, and other dye-stuffs; some coffee; some pepper and other spices; sugar; rum, and other spirits; tobacco; some cotton; some East-India calicoes, &c.*

POLAND.

Pearl-ashes, weed-ashes, spruce beer, 1,093 barrels; wheat, rye, barley, peas; some linen; timber, boards, staves, &c.	Iron; wrought brass; cotton goods; refined sugar. *Drugs; indigo and other dye-stuffs; pepper and other spices; coffee; rum; a little sugar.*

* This account will be found very different from thoſe which may be met with in ſome books, copied from other books, without due attention to the changes which time is continually producing in commerce. A very good brief account for the year 1797 is given by Mr. Colquhoun in his *Treatiſe on the commerce of the Thames, pp. 22, 115.*

PRUSSIA.

Pearl-ashes, weed-ashes; spruce beer, 1,054 barrels; wheat, barley, oats, peas, beans, rye; flax; hemp; madder; bristles; mill-stones; wool; hides; goose quills; lintseed; some skins; cheese; timber, boards, staves, &c.

Alum; wearing apparel; beer; wrought brass and iron; coals; copperas; grindstones; lead; tin; tinned plates; painters' colours; woolen, and cotton, goods; earthen ware; glass; salt; some refined sugar; melasses; train oil; some cotton yarn.
Drugs; indigo, fustic, logwood, and other dye-stuffs; pepper, pimento, and other spices; coffee; sugar; rum; tobacco; oil; India goods; French wine.

GERMANY.

Oak bark; books, maps, prints, pictures *; brimstone; 3,195 wooden clocks; cork; wheat, barley, oats, peas, beans, rye, rye meal, wheat flour; arsenick, antimony, and other drugs; gums; juniper berries; oil of turpentine; verdigris; copperas; succus liquoritiæ; flax; hemp; goats, ox, horse, hair; human hair, 2,378 lbs; hides; hops; chip, and straw, hats; linens, cambrics, canvas, lawns, hollands, tabling, &c; rags, 3,002 tuns; some paper; waste paper to be remanufactured; butter and cheese; beef; pork; tongues; potatoes; goose quills; seeds; silk, raw, thrown, and waste; wool, Spanish, &c.; bees wax; calf, bear, coney, goat, sheep, and seal, skins; brandy, geneva, and other spirits; starch; Rhenish, Tokay, French, and Spanish, wines; cotton; linen yarn, above 3,000,000 lbs; timber, boards, &c.

Alum; wearing apparel; bark; beer; books and stationary; wrought brass, copper, and iron; silver plate, and plated ware; lead; pewter; tin; tinned plates†; salt; coals; earthen ware; glass; painters' colours; copperas; oil of vitriol; sal ammoniac, and other drugs; train oil; whale-bone; herrings, red and white; cod; oysters; refined sugar; melasses; tanned leather; wrought leather; gloves; haberdashery; hats; cotton goods to a large amount; woolen goods; silk goods; cotton yarn, value £365,945; watches; musical instruments; cabinet ware; coaches; horses.
Mother of pearl; walking canes; aloes, rhubarb, borax, camphire, cassia lignea, castoreum, jalap, and other drugs; gum senegal, and other gums; cochineal, indigo, annotto, brazil, fustic, logwood, madder, and other dye-stuffs; mahogany and other West-India woods; ivory; cinnamon, cloves, pepper, ginger, and other spiceries; cacao; coffee; sugar; tea; sago; currants; turmeric; Indian hides, ox, and cow hides; skins of deer, otter, bear, fox, mink, wolf, and almost all other kinds; horns; lintseed oil, and other oils; rum; brandy; arrack; French, Spanish, and other, wines; tobacco; whale-bone; cotton; cotton yarn; India piece goods; a few Irish linens.

It is to be observed that much of the commerce of Germany is for account of the nations involved in the war.

HOLLAND.

Oak bark; books, maps, drawings, paintings, prints; corn; juniper berries; flax, hemp; madder; flower roots and trees, value £1,074; a few linens; butter; cheese; bacon; potatoes; seeds; geneva; rags, 61,000 tuns.

Copperas; a few cotton goods; some woolen goods; refined sugar; train oil, an article formerly imported from Holland.
Foreign merchandize; nearly the same as to Germany, but less than half the quantities.

* Books, maps, pictures, &c. alſo come from the other countries of Europe, but in ſmaller quantities.

† Tinned plates, now an article of export to every country, were imported *from Germany* about fifty years ago.

FLANDERS.

Tanned horse, cow, and calf, hides; seeds; rags, 371 tuns.	Refined sugar; some copperas. *Foreign goods as to Germany, but in very small quantities.*

FRANCE.

Books, &c; mill-stones; verdigris; cochineal; valonia; salt, 234 weys to Scotland; seeds; brandy; starch; tallow; rye meal; some wheat, barley, &c. bread, 150 cwt; beef; pork, and bacon; butter; tanned ox, cow, and calf, hides.	Refined sugar; a small quantity of printed cotton, and linen, goods. *Cassia lignea, rhubarb, and other drugs; indigo, logwood, and other dye-stuffs; cinnamon; cloves, pepper, pimento, ginger, &c.; cacao; coffee; sugar; tobacco; India piece goods.*

PORTUGAL.

Brimstone; cork; wheat and flour, very unusual exports from Portugal; balsam capivi, ipecacuana, gum arabic, gum senegal, and other gums and drugs; annotto, orchil, argol, cochineal, brazil wood, indigo, madder, and other dye-stuffs; 33,518,701 lemons and oranges; almonds, figs, raisins, &c; Indian and other hides of oxen, horses, &c; 6,000 dozen goat skins; other skins; Portugal wine, 19,328 tuns; Madeira, French, Spanish, wines; Spanish wool, 1,663,582 lbs; cotton.	Alum; wearing apparel; beer; some books and stationary; wrought brass, copper, and iron; 1,021 cannon; bar iron, cast iron, nails; cabinet ware; coals; lead; pewter; tin; tinned plates; copperas; painters' colours; train oil; oil of vitriol; hard soap; earthen ware; glass; refined sugar; watches; woolen, cotton, and silk, manufactures; a few linens; haberdashery; hats. *Barilla; brimstone; wheat* 1,584 *quarters; drugs; logwood, fustic, a little indigo, and other dye-stuffs; cinnamon and cloves; some undressed flax; cotton; cacao; some sugar; bar iron; drawn, and wrought, iron; tar; Irish linens, value only* £4,413; *a few German linens.*

MADEIRA.

Wine, 494 tuns. (Much more is imported by circuitous routes.)	Woolen, silk, cotton, and linen, manufactures; hats; wrought, and cast, iron; and small quantities of most kinds of goods. *Undressed flax; some Irish, and a few German, linens; India piece goods; brandy.*

SPAIN.

Barilla; cork; beans; some wheat; black lead; succus liquoritiæ; mahogany; shumack; grapes; raisins; 10,517,750 lemons and oranges; figs; currants; chesnuts, hazel nuts, walnuts, almonds; anise seed; oil; brandy; Spanish wine, 3,540 tuns; Spanish wool, 5,995,624 lbs.	No British merchandize. *Cinnamon; cacao;* and nothing else.

CANARIES.

Barilla; copper; some drugs and gums; orchil; Canary wine, 47 tuns; Spanish wine, 553 tuns.	Nothing.

STRAITS.

Currants; some drugs; some dye-stuffs.	Nothing.

GIBRALTAR.

Barilla; brimstone; quick-silver; cochineal, indigo, and other dye-stuffs; almonds, raisins, and other fruits; oil; Portugal, Spanish, Italian, Cyprus, and Madeira, wines; Spanish wool, 33,748 lbs; cotton.	Beer; wrought brass and iron; tinned plates; woolen goods; a few linens; cotton goods to a considerable amount; hats; wrought leather; stationary and some books; pilchards, and a few other fish; refined sugar; coals; cabinet ware; and all kinds of necessaries, the place itself producing nothing. *Cinnamon, cloves, pepper, and other spices; coffee; sugar; tea; butter; rum; geneva; tobacco; some German, Irish, and Russia, linens; India piece goods.*

ITALY, including VENICE.

Books, drawings, &c. barilla; brimstone; cork; cream of tartar, essence of lemons, manna, senna, succus liquoritiæ, and other drugs; juniper berries; perfumed oil; argol, galls, madder, shumack, valonia, and other dye-stuffs; anchovies; almonds, figs, prunes, nuts, &c. currants; raisins; ordinary, and sallad, oil; cheese, 439 cwt; chip, and straw, hats; bugles; silk, raw, thrown, and waste; rags, 695 tuns; lambs' skins undressed; goats' and kids' skins, raw and dressed; brandy; statues, valued at £1,368; marble; cotton.	Alum *; wrought brass, iron, and silver; plated ware; woolen goods of all sorts; cotton goods to a considerable amount; a few linens; earthen ware; glass; hard-ware; tinned plates; pilchards, 32,881 hhds; red, and white, herrings; dry cod; tanned leather; wrought leather. *Cochineal, indigo, fustic, logwood, and other dye-stuffs; cinnamon, cloves, pepper, ginger, &c; cacao; coffee; sugar; bar, and plate, iron; India piece goods; ox guts; rum; tar; tobacco; whale-bone* †.

MINORCA.

Barilla; lemons and oranges; ordinary oil; thrown silk; cotton; wool.	A few woolen goods; some herrings; some refined sugar; several other articles of less than £1,000 each in value. *Sugar; rum; geneva; some spicery.*

TURKEY.

Carpets; copper; cuculus Indiæ, tragacanth, opium, senna, and other drugs; berries, galls, madder, valonia, and other dye-stuffs; boxwood; currants, figs, raisins, and other fruits; goats' hair; mohair; goats' skins; raw silk; cotton; cotton yarn.	Lead; tin; tinned plates; 170 cannon, and other wrought iron; watches; some cotton goods; woolen goods. *Cochineal, indigo, and other dye-stuffs; some cinnamon, cloves, pimento, and other spices; coffee; sugar; India piece goods.*

MALTA.

Nothing | A small quantity of beer in bottles, hitherto the only article of export.

IRELAND.

Pearl-ashes; wood-ashes; books, valued at £777; cows, oxen, horses, mules, sheep, swine; ox, cow, and horse, hides;	Alum; apothecary's ware; wearing apparel; bark; beer; books, and stationary; wrought brass and wire; wrought copper; cabinet ware; horses; coals, value about £360,000, mostly from Scotland; red, and white, lead, and other painters' colours, oil, varnish, &c; copperas; cordage; woolen, cotton, and silk, manufactures of all kinds; hats, mostly felt; haber-

* In the middle ages Genoa supplied all Europe with alum. *See V.* i, *pp.* 637, 667.

† What would the merchants of Italy in the middle ages have said to any person who would have ventured to predict, that a country, which they knew good for nothing but feeding sheep and cattle, and furnishing wool, hides, lead, and tin, should ever supply them with Oriental produce and manufactures, and many other comforts and luxuries of life.

calf, and goat, skins; copper ore; cork; feathers; some flax; glue; beef; pork; bacon; lard; tallow; butter; a few potatoes; starch; tobacco; linen, 32,152,399 yards; some cambrics and diapers; linen yarn; woolen yarn; lintseed; rape seed; tobacco; some cotton; some wines, chiefly of Portugal.

dashery; lace; a few Pasley goods; cotton yarn; tanned leather; wrought leather; cast, and bar, iron; steel; ironmongery, and hardware; hoops for barrels; cyder; dry cod; herrings, about 106,000 barrels, mostly from Scotland; earthen ware; bottles, and window glass; hops; lead; tin; tinned plates; silver, and plated, ware; sail-cloth; refined sugar; melasses; rock moss; salt; cheese; garden, and grass, seeds; train oil; oil of vitriol; stone and slate for building; tobacco pipes; cotton yarn, value £80,458; other kinds of goods in quantities not of £1,000 value.
Pearl-ashes; pot-ashes; weed-ashes; barilla; brimstone; some wheat and flour; drugs and gums of all kinds; indigo, madder, redwood, safflower, and other dye-stuffs; mahogany, and other woods; flax undressed; tow; hemp; pepper, and some other spiceries; currants; sugar; tea; bar iron; saltpetre; silk, raw and thrown; skins of deer and other animals; rum; brandy; geneva; some wines; tobacco;—and almost every other article, though in quantities under £1,000.

MANN.

Herrings, red 5,641 barrels, white 15,417 barrels; some plain Irish linen, and some linen yarn.

Coals; flour; some cotton goods; woolen goods; salt; wrought iron; other articles in small quantities.
Flax undressed; sugar; tea; other groceries; rum, &c.

GUERNSEY, JERSEY, ALDERNEY, &c.

Guernsey is a kind of storehouse for merchandize imported from foreign countries and lodged there, in order to save the advance of the duties, till they are wanted; and hence the imports consist of all kinds of foreign goods, but chiefly, Portugal, French, and Spanish, wines, brandy, &c. also some dye-stuffs and drugs; paving stones; cyder; worsted stockings from Jersey, 5,935 dozen pairs.

Cows and oxen, 196 to Alderney; flour, and some corn; wearing apparel; tallow candles; coals; cordage; painters' colours; cotton goods; silk goods; some woolen goods; haberdashery; some herrings, and other fish; earthen ware; bottles, and other glass; wrought iron, hoops, and hardware; silver ware; tanned, and wrought, leather; rock salt; beef, pork, and other provisions; soap; refined sugar; stationary, and some books; sail-cloth; wool, 2,007 tods to Jersey.
Logwood, and some other dye-stuffs; drugs; sugar; tea; India piece goods; German, Irish, and Russia, linens; corn, flour, and meal; rum; geneva.

GREENLAND.

Train oil; spermaceti oil; whale-bone; seal-skins. | *Rum* for ship stores.

NEW ENGLAND.

Pearl-ashes; pot-ashes; flour; some Indian corn and rye meal; sassafras; shumack; spermaceti oil; whale-bone; turpentine; some tar and rosin; timber, chiefly oak, fir, and staves; Indian hides, deer skins, and other Indian peltry.—Also cochineal, indigo, fustic, logwood, redwood, lignum vitæ, mahogany, sugar, coffee, cotton, rice, tobacco, obtained in trade with the West-Indies and southern states, and imported mostly in New-England vessels.

Books and stationary; wrought brass, copper, and iron; pewter; lead; tin; tinned plates; coals; salt; earthen ware; glass; woolen, cotton, and silk, manufactures; beaver, felt, and chip, hats; thread; haberdashery; linens.
A few drugs; some dye-stuffs; cinnamon, and some other spices; Irish linens; India piece goods.

NEW YORK.

Pearl-ashes; pot-ashes; wheat; flour; some Indian corn and meal; ginseng; snake root; sarsaparilla; sassafras; tar; turpentine; oil of turpentine; rosin; staves, and some timber.—Also the produce of the West-Indies and southern states, as New England.	Apothecary's ware; wearing apparel; books and stationary; wrought brass, copper, iron, and silver; pewter; lead; steel; tinned plates; copperas; painters' colours; coals; salt; earthen ware; bottles and window glass; hardware; guns; gun-powder; flints; woolen goods in considerable quantities; cotton goods; some Scottish linens; silk goods; beaver, and felt, hats; haberdashery; watches; musical instruments. *Drugs and dye-stuffs in small quantities; Irish linens; a few Russia linens; India piece goods; geneva.*

PENNSYLVANIA.

Bark of oak and quercitron; books; some wheat, flour, corn, &c.; ginseng; snake root; sarsaparilla; sassafras; horse hides; tanned ox hides; turpentine; some tar, pitch, and rosin; skins of bears and deer, and other Indian peltry.—Also the produce of the West-Indies and southern states, as New England.	Apothecary's ware; books and stationary; wrought brass, copper, iron; steel; pewter; tinned plates; painters' colours; salt; earthen ware; glass; hardware; guns; a little gun-powder; woolen goods in considerable quantities; cotton, and silk goods; some linen and sail-cloth; beaver, and felt, hats; thread; haberdashery; watches. *Some drugs and dye stuffs; some spicery and grocery; Irish linens; a few Russia linens; India piece goods.*

VIRGINIA and MARYLAND.

Flour; some wheat, Indian corn and meal, and rye; some pot-ashes, and a small quantity of pearl-ashes, from Virginia; ginseng, and some other native drugs, in smaller quantities than from the northern states; tobacco; tar; pitch; turpentine; rosin; staves; and some other lumber; deer skins, and other Indian peltry.—Also West-India produce, as New England, &c.	Apothecary's ware; wearing apparel; beer; stationary and some books; wrought brass, copper, iron, and silver; steel; pewter; lead; tinned plates; painters' colours; salt; earthen ware; some glass; grindstones; hardware; guns; a little gun-powder; woolen goods in considerable quantities; cotton goods; a few linens; silk goods; beaver and felt hats. *Some drugs and dye-stuffs; Irish linens; some Russia, and German, linens. A few India piece goods.*

NORTH CAROLINA.

A small quantity of flour and corn; tar; rosin; turpentine; some oil of turpentine; tobacco; staves; some deer, and other, skins.—Also some West-India produce.	Pretty near the same articles as to Virginia and Maryland, but all in smaller quantities, this state being less populous; and great part of its imports and exports being in the ports of Virginia and South Carolina—*A few Irish linens.*

SOUTH CAROLINA.

Some flour, Indian corn, and rye meal; rice; indigo (probably West-Indian); some pitch, tar, rosin, turpentine, and turpentine oil, mostly the produce of North Carolina; staves; some cedar timber; deer, and other skins;	Apothecary's ware; beer; books and stationary; wrought brass, copper, iron, and silver; lead; pewter; painters' colours; salt; earthen ware; glass; hardware; wrought leather; woolen, cotton, and silk, manufactures; some linens, chiefly bounty; beaver, and felt, hats; haberdashery; musical instruments.

some cotton the produce of Georgia.—Also some West-India produce.	*Some drugs and dye-stuffs; cinnamon; Irish linens; some German, and a few Russia, linens; India piece goods; French wine; some other wines.*

GEORGIA.

Rice; tobacco; a little indigo; some staves; cedar, and hickory, timber; deer skins, and other skins.—Also some West-India produce.	Wrought iron; pewter; some earthen ware and glass; hardware; woolen, cotton, and silk, manufactures; some bounty linens; beaver, and felt, hats; haberdashery; cordage. *Irish linens; a few German, and Russia, linens; a few articles of grocery.*

HUDSON'S BAY.

Beaver, mink, otter, wolf, deer, bear, and fox, skins; bed feathers, 90 cwt; castoreum.	A few coarse woolens for the Indians; guns; gunpowder; some wrought iron; provisions for the company's people in the factories or forts. *Tobacco; small quantities of rum, sugar, and groceries.*

NEWFOUNDLAND.

Cod fish, 24 tuns; train oil; some skins, chiefly of seals.—Also some West-India produce. The fish is mostly carried direct to the Roman-catholic countries of Europe.	Salt; wrought iron and hoops; wrought leather; cordage; sail-cloth; a few linens; some woolen goods; a few cotton goods; some haberdashery; wearing apparel; soap; wrought leather; bread, and other provisions. *Tea; groceries in small quantities; white salt; beef; pork; butter; tobacco; wines, Portugal, French, &c; geneva; canvass; German linens; a few Irish, and Russia, linens.*

CANADA.

Pearl-ashes; pot-ashes; wheat; flour; castoreum; essence of spruce; train oil; beaver, cat, deer, fox, martin, mink, musquash, otter, racoon, wolf, wolvereen, skins; masts; boards, staves, and some other lumber.—Also some cotton, dying woods, &c. got by circuitous trade.	Salt; wrought brass, copper; steel; guns; gunpowder; flints; books; coals; earthen ware; glass; wrought leather; woolen goods, mostly coarse for Indian trade; cotton, and silk, goods; a few linens, mostly bounty; beaver, and felt, hats; haberdashery; soap; train oil; refined sugar; tobacco pipes. *A few drugs and dye-stuffs; some spices and groceries; a little bar iron; Russia linens; some Irish, and a few other, linens; India piece goods; rum; geneva; wines; tobacco.*

NEW BRUNSWICK.

Masts; staves; some other lumber in small quantities; some skins.	Wrought iron; cordage; some woolen, and cotton, goods; a few silk goods; a few linens; hats; haberdashery. *Bar iron; tea; a few spiceries and groceries; Irish linens; a few Russia, and other, linens; a few India piece goods; wine and rum in small quantities.*

NOVA SCOTIA.

Some lumber; some pearl-ashes; tar and turpentine in small quantities; some skins.—Also some West-India goods, chiefly obtained by captures.	Iron and ironmongry; hardware; earthen ware; glass; salt; beer; tallow candles; soap; cordage; some woolen, cotton, and silk, goods; some linens; hats, mostly felt; wrought leather. *A few drugs, groceries, and spiceries; tea; beef; pork; butter; Irish linens; a few Russia, and other, linens; India piece goods in small quantities; brandy; rum; geneva; Portugal, and Spanish, wines.*

BERMUDA.

A small quantity of cotton. All the other imports from this island consist of prize goods, and a few trifling articles obtained in the way of trade.	Wrought iron and copper; some cotton, and woolen, goods; a few linens. *Some groceries; Irish, Russia, and German, linens, all small quantities.*

BAHAMA ISLANDS.

Cotton, 707,454 lbs; braziletto; boxwood; lignum vitæ; cedar; mahogany.—Also some of the same woods, logwood, nicaragua, hides, tobacco, &c. obtained from other countries; and various goods obtained by wrecking and privateering.	Wrought brass, copper, iron, and silver; pewter; watches, gold, silver, &c; beer; cotton goods; silk goods; some woolen goods; linens; hats; haberdashery; cordage; soap. *Cinnamon, cloves, and other spices; tea; groceries; German linens; some Irish, and a few Russia, linens; India piece goods; brandy; geneva; a little wine.*

BRITISH WEST-INDIA SUGAR ISLANDS.

Sugar; rum; small quantities of melasses; cotton; coffee; cacao, or chocolate nuts; ginger; pimento; indigo; braziletto; logwood; fustic; mahogany; cedar; ebony; yellow wood; lignum vitæ; quassia; gum guiacum, castor oil, sarsaparilla, turmeric, and some other drugs; Cayenne pepper; tamarinds; some turtle-shell.—Also hides, cotton, cacao, and other foreign West-India produce, obtained by trade and by war: and wines, carried from Madeira and other countries for the improvement acquired by the voyage.	Wrought copper, iron, brass, pewter, silver, &c. Watches, gold, silver, &c. chiefly to Jamaica; cotton goods; some woolen goods; linens mostly low-priced; checks, oznaburgs, &c. in large quantities; hats; flour; corn of various kinds; beef; pork; butter; cheese; herrings; beer in considerable quantities; and, in short, every article of food and clothing, furniture, shipchandlery, military stores, coals for firing, and every article of accommodation and luxury. *Groceries; drugs; Irish, German, and Russia, linens in considerable quantities, especially to Jamaica. India piece goods; some wines.*

CONQUERED FRENCH and DUTCH WEST-INDIA COLONIES.

The same produce as the British islands, only very little rum from any of them, except Tobago, which being a British colony, is cultivated in the British manner.	British and foreign merchandize, as to the British sugar islands.

CONQUERED SPANISH ISLAND, TRINIDAD.

Sugar, about 55,000 cwt; rum, 2,999 gallons; cotton, 773,973 lb; indigo, 75,367 lb; fustic; lignum vitæ; a little turtle-shell; 55,815 hides.	Considerable quantities of linen, and cotton, goods; provisions, &c. as to the British islands. *Irish, German, and Russia, linens.*

BUENOS AYRES.

Unwrought copper; vulture's feathers; hides.	Nothing.

CAYENNE.

Dye-stuffs; hard wood; hides; all in trifling quantities.	Nothing.

CUBA.

Sugar; fustic; mahogany; all in trifling quantities.	Nothing.

S^{t}. BARTHOLOMEW.

Indigo; nicaragua wood; cacao; coffee; cotton; some sugar.	A few linens, and cotton goods; earthen ware; glass.

S^t. CROIX.

Sugar; cotton; some fustic and lignum vitæ.	Nothing.

S^t. DOMINGO.

Sugar; fustic; logwood; mahogany; hides.	Nothing.

S^t. MARTIN.

Salt.	Nothing.

S^t. THOMAS.

Sugar; coffee; cacao; cotton; indigo; anotto; logwood; fustic; nicaragua wood; mahogany; some hides; turtle-shell.	British merchandize; as to the British islands. *Some cinnamon and pepper; a few German, and Irish, linens; some wine.*

BAY OF HONDURAS.

Mahogany; some logwood; a little fustic; a little cedar; a small quantity of turtle-shell.	A few of the articles usually carried to the West-Indies. *Some Irish linens; beef; pork; rum; wine; all in small quantities.*

FLORIDA*.

Indigo; cotton; train oil; spermaceti oil; whale-bone; skins of seals and sea elephants; hides; Indian peltry.	Some wrought iron; a few woolen goods, chiefly flannels; linens, chiefly low-priced; cotton goods. *German linens; Irish bounty linens; a few India piece goods.*

NOOTKA.

The sea-otter furs, the only article of trade in this country, are all carried to China.	Some woolen, and cotton, goods; linens; hats; earthen ware; glass; wrought iron; watches. *Coffee; sugar; tea; bar iron; cambrics; muslins; tobacco; rum; wine; all in small quantities.*

ASIA, or EAST INDIA and CHINA.

Books; canes; drugs, gums, and oils of a great variety of kinds; indigo in large quantities; cochineal; China ink; galls; turmeric; seed-lack; shell-lack; stick lack; ivory; fans; cane mats; cinnamon; cloves; mace; nutmeg; pepper; cayenne pepper; ginger; sago; sugar; tea; a little rice; coffee; preserved fruits; mother-of-pearl shell, and spoons made of it; cowries; carnelian stones for seals; saltpetre; arrack; cotton; cotton yarn; Carmania, and goats', wool; raw silk of Bengal and China; calicoes and muslins of great variety of kinds; great variety of piece goods destined for exportation, the consumption of them in	Apothecary's ware; books, value £14,836; pictures, and prints; stationary; wrought, and unwrought, iron, steel, lead, and tin; wrought brass, copper, pewter, and silver; tin-plate ware; brass, and iron, cannon, and other military stores; coals; earthen ware; glass; painters' colours, oils, varnish, &c. cordage; sail-cloth; ship chandlery of all kinds to a large amount, many vessels being built in India; leather, tanned, and wrought; provisions; beer; woolen goods; silk goods; linens; some cotton goods; 8,000 yards of British muslins; wearing apparel; hats; haberdashery; coaches, chaises, &c; wax, and tallow, candles. *Cortex peruvianus, ginseng, and other drugs; a few groceries; cochineal; a little coral;*

* Ever since the peace of 1783 a few houses in London have carried on a trade with Florida by sending British vessels under licences obtained from the British and Spanish governments: and the war has not interrupted the trade. The cotton of that country is of the quality of the Upland cotton of Georgia, but much inferior to the Sea-island cotton of that state.

Great Britain being prohibited; cassia; ebony; sandal, satin, and sapan, woods; some wines, carried from other countries.	*Irish linens; German linens; tutenague; tar; rum; brandy; geneva; French, Portugal, Rhenish, and Spanish, wines; sandal wood, and some other woods.*

NEW HOLLAND.

A little wood; some birds.	Wrought iron; woolen, silk, cotton, and linen, goods; hardware. *Some groceries, spirits, and wine, all in small quantities; Russia linen.*

AFRICA.

Gum, Arabic, Sandrake, and Senegal; camwood; ebony; red-wood; ivory; a few ostrich feathers; some skins.	Apothecary's ware; wrought brass; copper, and iron; 80,806 guns; cutlasses; gun-powder; spiritous liquors; earthen ware; glass; provisions; beer; woolen, cotton, and linen, goods; wearing apparel. *Bar iron; bugles; cowries; sugar; tea; groceries; rice; rum; brandy; geneva; Irish, and German, linens; India piece goods to a large amount.*

SIERRA LEONA.

No imports.	Cotton, and linen, goods; a few woolen goods; leather; hardware. *Some India piece goods; a few Irish, and other, linens; groceries; tobacco, &c. all in small quantities.*

CAPE OF GOOD HOPE.

Some wine, cotton, and skins.	Articles, proper for the climate, of almost every kind. *Drugs; grocery; linens; some provisions; rum; brandy; geneva; tobacco; some wine; all in trifling quantities.*

SOUTHERN FISHERY.

Brandy, geneva, and wine, in small quantities, being only for ship stores.

A comparison of this view of our foreign trade with other accounts of it published half a century ago, or even later, must, on many accounts, be very gratifying to every wellwisher to the agriculture, the manufactures, and commerce, of Great Britain *.

1801, January 14th—In conſequence of the convention entered into by the northern powers, an embargo was laid on all veſſels belonging to Ruſſia, Sweden, and Denmark, found in the ports of the Britiſh dominions.

As the beſt uſe of the navy is to protect the commerce of the country, out of which it ſprung, and by which it is ſupported, it cannot be improper to give a brief retroſpect of the growth of it, ſince a diſtinct claſs of ſhipping was appropriated in this country to the purpoſe of maritime warfare, as far back as we have any accounts.

* See in particular ſuch a view in the *Preceptor*, [*V.* ii, *p.* 459] a compilation of conſiderable merit, publiſhed in the year 1748 by Dodſley, and a ſimilar view given by Mr. Anderſon in his Appendix, p. 68.

The following is an account of the tunnage of the royal navy at the end of the reigns of the under-mentioned ſovereigns *.

A. D. 1547	Henry VIII	12,455 tuns	A. D. 1685	Charles II	103,558 tuns
1553	Edward VI	11,065	1688	James II	101,892
1558	Mary	7,110	1702	William	159,037
1603	Elizabeth	17,110	1714	Anne	167,171
1625	James I } uncertain		1727	George I	170,862
1649	Charles I }		1760	George II	321,104
1660	Reſtoration	57,463			

The ſtate of the navy in the year 1761, being 372 veſſels of all kinds, has already been given in V. iii, p. 350.

The following is a view of the ſtate of the navy at this time †.

	Commiſſioned.	Ordinary, &c.	Total.
Ships of the line, carrying from 54 to 120 guns	123	72	195
Ships of 50 guns	21	6	27
Frigates, 20 to 44 guns	212	39	251
Sloops of war, cutters, bomb vessels, fire vessels, royal yachts, &c.	270	44	314
	626	161	787
Hired armed vessels			119
Total vessels of all kinds in the service in January 1801			906

And this great number continues still increaſing.

The revenue of the poſt-office is, agreeable to Mr. Anderſon's idea, a politico-commercial index of the extent of the national correſpondence, and, conſequently, of the national commerce. And, as things are beſt known by compariſon, the following retroſpect of this branch of the revenue is given as preſenting a view of the increaſing commercial proſperity of the country, due allowance being made for the augmentations of the rates of poſtage, and the contractions of the privilege of franking.

In the year 1652 the revenues of the post-offices of England, Scotland, and Ireland, were farmed for the annual sum of	£10,000
The postage of a single letter carried to any distance not exceeding 80 miles was 2*d*, and beyond 80 miles 3*d*.	
In 1663 the post-office was farmed at	21,000
In 1685 the revenue of it was estimated at	65,000
The net produce of the post-office revenue, on an average of four years, 1707-1710, according to Mr. Astle's transcript, was	58,052
In 1711 the rates of postage were augmented, from 2*d* to 3*d*, and so in proportion.	
The net produce, on the average of four years 1711-1714 was £88,223 for England, and £2,000 for Scotland	90,223
In 1722 the gross amount was	£201,804
Deduct for franks £33,398, and management £70,396	103,794
The net produce was	98,010
In the year ending 5th April 1755 the gross amount was	210,663
In the year 1764 franking was limited by act 4 Geo. III, c. 24.	
In the year ending 5th April 1765 the gross amount increased to	281,535
and in that ending 5th April 1775 it was further increased to	345,321

* This account was made up at the navy-office by deſire of the houſe of commons, 12th May 1791. It was accompanied with a remark, that no regular accounts were kept before the reign of William III. [*Journal of the houſe of commons*, 1792, *p.* 357]

† This is taken from the monthly liſt of the navy, publiſhed by Steel.

By the liberality of the poſt-maſters general, and the polite attention of Mr. Freeling the ſecretary, and Mr. Church the accountant-general, of the poſt-office, I am enabled to lay before the reader.

*An authentic Account of the gross and net produce of the post-office, with the various charges, exclusive of state's, members', and country *, letters, and newspapers, in the under-mentioned years †.*

In the year ending 5th April	Groſs produce.	Manage ment.	Returned letters,	Packet-boats.	Extra-packets,	Net produce.
1783‡	£416,668	£194,351	*included*	£62,458	*included*	£159,858
1784 §	438,734	192,634	*in man-*	48,444	*in man-*	197,655
1785	486,178	173,339	*agement*	47,160	*agement*	265,679
1786	491,321	156,622	*till 1797,*	47,188	*till 1789.*	287,509
1787	498,429	169,769	*when they*	45,654		283,005
1788	527,050	186,642	*were very*	45,615		294,792
1789	534,422	166,592	*properly*	45,796	£2,736	319,297
1790	548,967	176,145	*made a*	42,352	2,835	327,634
1791	598,785	199,057	*separate*	30,585	10,888	358,253
1792	607,881	187,430	*article*	37,121	14,545	368,784
1793	652,868	201,140	*by Mr.*	45,666	8,974	397,086
1794	715,608	227,319	*Church.*	36,940	19,367	431,980
1795 ‖	745,238	252,604		52,035	26,049	414,548
1796 **	811,539	255,736		41,070	35,244	479,487
1797	863,624	239,271	£23,965	38,640	19,864	541,883
1798	950,467	244,156	26,708	41,164	25,166	613,280
1799 ††	1,012,731	249,899	30,556	36,746	38,141	657,388
1800	1,083,950	259,490	37,699	37,244	28,534	720,981
1801	1,144,900	267,170	39,381	36,588	46,459	755,299

As a proper ſequel to this retroſpect of the great and regularly progreſſive increaſe of the commercial and other correſpondence of the Britiſh empire, I ſubjoin a view of the preſent ſtate of a great proportion of the acquired property of the empire, not leſs gratifying to the friends of Britiſh induſtry, which is contained in the following

Estimate of the property in Great Britain and Ireland, insurable from loss by fire ‡‡.

Houses—in London . .	100,000	average net rent £30 .	£3,000,000
other towns in England, &c.	570,000	10 . .	5,700,000
in the country of England and Wales.	200,000	5 . .	1,000,000
	600,000	2 . .	1,200,000
	400,000	1 10	600,000
	1,870,000		11,500,000

* 'Country letters are thoſe paſſing through the London office from the foreign office, and from different parts of the country, for places beyond London, making a part of the firſt charge to London, which is added to the London poſtage outward, and received by the deputies in the country. Formerly it uſed to be credited in the groſs produce both in London and in the country; and the exceſs was balanced by throwing it upon the head of management.'

† In this account the ſhillings and pence are not noticed.

‡ In 1782 the revenue of the poſt-office was improved by means of the ſtamps on bills.

§ This year the rates of poſtage were increaſed, and franking was further limited, by act 24 Geo. III, ſeſſ. 2, c. 37. This year alſo gave birth to the eſtabliſhment of mail coaches, which increaſed the revenue, and diminiſhed the expenditure.

‖ The privilege of franking was ſtill more contracted by act 35 Geo. III, c. 53.

** The rates of poſtage were again augmented, by act 37 Geo. III, c. 18.

†† Agreeable to the act 39 Geo. III, c. 76, the poſt-office began to ſend foreign letters by private veſſels, beſides ſending them by their own packets.

‡‡ This eſtimate is made up by Sir Frederick Eden, chairman of the Globe inſurance company, a gentleman of acknowleged abilities in political arithmetic.

Value at a little above 17 years' purchase	£200,000,000	
Machinery, such as steam engines, spinning works, &c.	40,000,000	
Houses and *machinery* in Scotland	30,000,000	
		£270,000,000
Furniture in houses, &c. taken at half the value of the houses	135,000,000	
Household stock, not considered as furniture, viz.		
Clothes £15,550,000 — Wine, spirits, &c. 2,000,000		
Plate 10,000,000 — Household linen 3,000,000		
Jewels and trinkets 5,000,000 — Horses and carriages 2,000,000		
Clocks and watches 2,000,000 — Other articles 5,450,000		
Books 5,000,000		
Total in England and Wales	50,000,000	
The same articles in Scotland	5,000,000	
	55,000,000	
Value of furniture and household stock		190,000,000
AGRICULTURAL STOCK, the annual crop being estimated at		
8,000,000 quarters of wheat at 40*s*	16,000,000	
5,000,000 ——— barley and rye 24*s*	6,000,000	
12,000,000 ——— oats and beans 16*s* 8	10,000,000	
hay and straw	20,000,000	
Value of the crop (exclusive of peas, rape, and hops)	52,000,000	
Deducting for present consumption, remains insurable value		32,500,000
BRITISH MANUFACTURES, classed as follows.		
Woolen goods, annual produce 19 millions, annual export 8 millions. stock on hand for home consumption	11,000,000	
Cotton goods, produce 10 millions: stock for home consumption	6,000,000	
Flaxen goods, ditto	2,000,000	
Hempen goods, ditto	2,000,000	
Silk goods, ditto	3,000,000	
Leather, in shoes, boots, saddlery, harness, military accoutrements, carriages, &c.	12,000,000	
Glass, (plate glass very much improved of late)	2,000,000	
Porcelain, and *pottery* (much improved in the last 20 years)	2,000,000	
Paper, (increased in price and quantity)	1,500,000	
Hardware, made at Birmingham, Sheffield, &c. probably above	6,000,000	
Beer, annual consumption 200,000,000 gallons at 1*s*	10,000,000	
Spirits, ditto 10,000,000 ——— 8*s*	4,000,000	
Soap, reckoning for 2,260,802 families, at 3½*d* per week, above	1,500,000	
Salt, 46,000 tuns of 40 bushels each (without making any allowance for smuggled salt)	1,000,000	
Candles, wax and tallow, above	2,000,000	
White lead and other colours for painters and dyers—turpentine—casks and vats for liquors—drugs—hats—straw work—snuff—horn—books—furniture—musical instruments—watches—jewelery—coaches and other carriages—printing apparatus—salted beef, pork, butter, fish, &c. probably at least	10,000,000	
Annual amount of manufactures for home consumption	76,000,000	
British manufactures for exportation, value in 1800 almost	40,000,000	
Total of British manufactures	116,000,000	
FOREIGN MERCHANDIZE: the imports of 1800 were above	55,000,000	
	171,000,000	
Of British and foreign merchandize, besides what remains in the East-India company's warehouses uninsured, there may be stated as on hand, and therefor insurable		39,000,000
SHIPPING, belonging to Great Britain and Ireland, valued at	20,000,000	
belonging to the colonies	2,000,000	
vessels on the stocks	1,000,000	
	23,000,000	

Of these at least one fourth may be estimated as stock in hand in British ports, and insurable from fire	5,750,000
Total insurable property in Great Britain	537,250,000
PROPERTY OF EVERY KIND INSURABLE in Ireland, estimated at	53,725,000
Total property in the United kingdom insurable from loss by fire	£590,975,000

Besides the above, there are stocks of coal, alum, and other minerals, boats and other fresh-water craft, arsenals, offices and other public buildings, of the value of which no estimate can be made.

Great as the produce of Britiſh induſtry thus appears to be, there ſtill remain many millions of unproductive acres in the Britiſh iſlands, which may be rendered capable of producing food for additional millions of agricultors, manufacturers, and other uſeful members of ſociety. And there are many millions of miles of uncultivated land in the vaſt extent of the Ruſſian empire, the territories of the American ſtates, and the interior country of Africa, which, when filled with induſtrious cultivators, will, *if our manufacturers can preſerve the advantage of furniſhing their goods better and cheaper than thoſe of other nations*, ſupply a prodigious ſtock of raw materials, and afford conſumption for all the goods which can be manufactured by the increaſing numbers and increaſing ingenuity of our people.

On the twenty-ſecond day of January the firſt ſeſſion of the parliament of the United kingdom of Great Britain and Ireland was opened. May the infinite wiſdom and goodneſs of the Supreme Ruler of the univerſe ſo direct all their counſels, as to render them productive of increaſing proſperity to every part of the wide-extended Britiſh empire.

END OF THE ANNALS OF COMMERCE, &c.

ENGLAND and SCOTLAND, and alſo the degrees of fineneſs of the ſtandard, and the times at which the ſeveral alterations have taken place.

The depretiation, which money has suffered in respect to the value of necessary food and other useful commodities, is the effect of the increase of bullion in Europe by the importation from America, and the increase of taxes, which in very many articles now constitute the greatest part of the price. In Scotland the money was of the same value and standard with those of England from the earliest accounts we have of any money transactions in that kingdom till the reign of King Robert I.

IN SCOTLAND.

	Fine silver. oz.	dwt.	Alloy. oz.	dwt.	£.	s.	d.
Before the reign of King Robert I a pound of standard silver contained	11	2	0	18	1	0	0
In the reign of Robert I . .	11	2	0	18	1	1	0
about 1355 the money inferior in standard and weight to that of England, see V. i, p. 554.							
1366 . . 38 David II . .	11	2	0	18	1	5	0
1367 . . 39 David II . .	11	2	0	18	1	9	4
1393 . . 4 Robert III . .	11	2	0	18	1	12	0
1424 . . 19 James I . .	11	2	0	18	1	17	6
1451 . . 15 James II . .	11	2	0	18	3	4	0
1456 . . 20 James II . .	11	2	0	18	4	16	0
1467, 1468 see V. i, p. 682.							
1475 . . 16 James III . .	11	2	0	18	7	4	0
1484 . . 24 James III . .	11	2	0	18	7	0	0
1529 . . 16 James V . .	11	0	1	0	9	12	0
1556 . . 14 Mary . . .	11	0	1	0	13	0	0
1565 . . 23 Mary . . .	11	0	1	0	18	0	0
1571 . . 5 James VI . .	9	0	3	0	16	14	0
1576 . . 10 James VI . .	8	0	4	0	16	14	0
1579 . . 13 James VI . .	11	0	1	0	22	0	0
1581 . . 15 James VI . .	11	0	1	0	24	0	0
1597 . . 31 James VI . .	11	0	1	0	30	0	0
1601 . . 35 James VI . .	11	0	1	0	36	0	0
1738 . . 12 George II . .	11	2	0	18	37	4	0

N. B. These rates of Scottish money are copied from the table inserted by the accurate Ruddiman in his preface to *Anderson's Diplomata et Numismata Scotiæ*, p. 81.

Since the union of the two British kingdoms scarcely any accounts have been kept in Scottish money; and Scottish coins are now to be seen only in the cabinets of antiquarian collectors.

APPENDIX, No. III.

A CHRONOLOGICAL TABLE of the prices of corn and several other necessary articles, and also of salaries, wages, marriage portions, ransoms of captives, &c. in England and Scotland; by a comparison of which with the tables in the appendix, N II, the real value of money, through all the stages of its diminution and depretiation, may be ascertained with tolerable accuracy.

N. B. Scottish articles are distinguished by Italic letters, and the money is consequently Scottish, which since the fourteenth century has been generally lighter than the English money of the same denomination.

The authority for every article in this table is constantly produced, and the particular passage accurately marked.

Works chronologically arranged are generally quoted without particular reference, the year being sufficient.

A. D. 1126	Wheat (an extraordinary famine)	sextarius*	£1	0	0	Ann. Margan.
	Wheat (very dear)	horse-load	0	6	0	H. Hunt.—R. de Monte.
Composition prices paid by the tenants of Henry I.	Wheat for bread to 100 men	....	0	1	0	Dialog. de scaccario, L. i, c. 7.
	Provender for 20 horses	....	0	0	4	
	A stalled ox ('bovis pascualis')	....	0	1	0	
	A sheep	....	0	0	4	
	In the reign of H. II usual price of wheat	quarter	0	1	0	Stow's Annal. in A. D. 1205.
	and of oats	———	0	0	4	
1140	Building two arches of London bridge	....	25	0	0	Madox's Hist. of the excheq. c. 10, § 12.
1145	An ox	....	0	3	0	M. Paris, Vitæ, p. 63.
	or seven oxen for	....	1	0	0	
1153	*Butcher for slaughtering an ox, or a cow, or a hog, or five sheep, with victuals while employed*	....	0	0	0½	Leges burgorum, c. 70.
1172	25 ells scarlet cloth for the king	....	6	17	6	Madox's Hist. c. 10, § 12.
	26 ells green do. — do.	....	3	13	8	
	10 pairs of boots — do.	....	0	15	0	
1185	A hen	....	0	0	0½	Dugd. Monast. V. ii, p. 528.
	A ram	....	0	0	8	
	33 cows and 2 bulls	....	8	7	0	Madox's Bar. Ang. c. 14.
	500 sheep	....	22	10	0	
	66 oxen	....	18	3	0	
	15 breeding mares	....	2	12	6	
	22 hogs	....	1	2	0	
	11 heifers	....	2	14	0	
Reign of Hen. II.	A piece of ground with a stone house, parish of St Mary, London	....	2	0	0	Madox's Formul. p. 178.
	besides a rent in perpetuity of	....	0	6	8	
1189	2,200 hens, feeding and conveyance to London	....	8	3	1	Madox's Hist. c. 10, § 12.
	900 hens do. and do.	....	3	15	0	
1193	Ransom paid for King Richard I to the emperor, 100,000 marks, or	....	66,666	13	4	Fœdera, V. i, p. 83.

* For the quantity of the sextarius or sextarium of some other commodities, see *V.* i, *p.* 294.

A. D. 1194	Composition prices paid by the king's tenants.	An ox, cow, or horse ('averii')	....	£0	4	0	Wilkin's Leg. Ang. Sax. p. 347.
		A sheep ('ovis crispa')	....	0	0	10	
		A sheep with coarser wool	....	0	0	6	
		A sow or boar	....	0	1	0	
1196		Wheat (a famine)	seme*	0	13	4	T. Wikes, Chron. ap. Gale, 1687.
1197		Wheat (still famine)	——	0	18	8	
1198		12 oxen for stocking the king's land	each	0	3	0	Madox's Hist. of the exchequ. c. 23, § 2.
		100 sheep †	——	0	0	4	
		Wool	sack	3	6	8	Madox's Hist. c. 18, § 4.
1199		Wine of Poictou	tun	1	0	0	Anal. Burton. ap. Gale.
		Wine of Anjou	——	1	4	0	
		The best French wine	——	1	6	8	
		Red wine in retail	sextarium	0	0	6	
		White wine in retail	sextarium	0	0	8	
1201		Jointure of the queen dowager of England, 1,000 marks, or	....	666	13	4	Fœdera, Vol. i, pp. 124, 242.
		which was afterwards raised to	....	1,000	0	0	
1202		Wheat (a very rainy season)	quarter	0	12	0	Annales Waverl. ap. Gale.
1205		Wheat (a very long hard frost)	——	0	12	0	M. Paris, p. 212.
		Wheat	——	0	13	4	Stow's Ann.
		Peas and beans	——	0	6	8	
		Oats	——	0	3	4	
		10 capital horses	each	20	0	0	Fœdera, V. i, p. 146.
1212		Price of six bisants for the king's oblation to the reliques of the saints at Reading on the Sunday after All-saints ‡	....	0	11	6	Compotus garderobæ Regis Johannis, in Rymer's Coll. MS. V. i, n° 62.
		Cordovan boots for the king	pair	0	2	6	
		Single boots — do.	——	0	0	7	
		Two Lombard horses do.	....	38	13	4	
		This sum probably includes the charges of importation, buying, &c.					
1213		Hire of a cart with two horses	per day	0	0	10	
1216		Hire of a cart with two horses taken by the king's officers	——	0	0	10	Mag. chart. Hen. III, § 23.
		—— with three horses, do.	——	0	1	2	
1221		*Jointure settled upon Johanna queen of Scotland*	per ann.	1,000	0	0	Fœdera, V. i, p. 252.
1223		Wheat (after great rains)	quarter	0	12	0	Stow's Ann. in A.D. 1222.
1229		Russet for the poor	ell	0	0	10	Madox's Hist. c. 10, § 12.
1230	For the king's farms.	32 oxen	each	0	8	0	Madox's Hist. c. 23, § 2.
		16 cows	——	0	6	8	
		300 sheep	——	0	1	0	
		42 quarters of seed wheat	quarter	0	4	0	
		75 do. seed oats	——	0	3	0	
		5 do. seed beans	——	0	2	11	
		2 cart horses	each	0	8	0	
1231		*Ransom of a Scottish knight, taken prisoner by the forces of Norway and Orkney*	....	200	0	0	Torfæi Orcades, L. ii.
		Wine	tun	2	3	4	Rot. pat. 15 H. III, m. 6.
1232		Hire of a great ship belonging to King Henry III	per ann.	33	6	8	Madox's Hist. c. 13, § 11.
		Strong and handsome horses	each	0	10	0	M. Paris, Vitæ, p. 118.
1233		A baron of the exchequer	per ann.	26	13	4	Madox's Hist. c. 21, § 3.

* Spelman explains a feme or feam to be eight bufhels, or a load for a horfe: and, according to Coles's Engliſh dictionary, the word is fo uſed in Eſſex.

† Theſe oxen and ſheep were apparently lean beaſts.

‡ I have extracted this notice concerning the biſants, becauſe they are ſtill offered by the king, and the value of them is generally unknown.

A. D. 1236	The portion of Isabella, the sister of Henry III, married to the emperor of Germany, to be paid by installments in about two years at London, Henry being free of the expense and risk of carrying it to Germany. She moreover got a prodigious quantity of pretious jewels, gold and silver plate, silk, &c.	....	£20,000	0	0	Fœdera, V. i, p. 353—M. Paris, pp. 414, 417.
1237	Wheat	quarter	0	3	4	Antiq. Petroburg. Fleetwood.
	Barley	———	0	2	0	
	Oats	———	0	1	0	
1239	Justice of the common pleas . .	per ann.	20	0	0	Dugdale, Orig. juridic.
1240	Wheat	quarter	0	3	3	Kennet's Par. ant. p. 604.
1242	Wheat	———	0	2	0	Dugdale's Warw. p. 308.
1244	Wheat fallen to	———	0	2	0	M. Paris, p. 653.
1246	Wheat (very dear)	———	0	16	0	Wikes, Chron.
1247	Wheat (still dear) above . .	———	0	13	4	
1248	Allowance for the king's bear and his keeper	per day	0	0	4	Madox's Hist. c. 10, § 12.
	37 sheep for the king	....	0	18	4	Madox's Hist. c. 23, § 2.
1251	*Jointure of the queen dowager of Scotland* *, *above* . . .	per ann.	2,666	13	4	M. Paris, p. 829.
	Portion of Margaret, daughter of Henry III, married to Alexander III king of Scotland .	....	3,333	6	8	Fœdera, V. i, p. 467.
1253	Wheat fell to	quarter	0	2	6	M. Paris, p. 880.
1256	The justices established standard weights for the farthing loaf throughout England, proportioned to the price of the wheat and quality of the bread, from which the following are extracted as specimens †.					Annales Burton. p. 365.
	The *wastel* bread was assumed as the standard for the others, and the bread was weighed by pounds, shillings, and pennies, the pound of account, as well as of weight, being then twelve ounces, the shilling $\frac{1}{20}$, and the penny $\frac{1}{240}$, of the same pound.					
	The *wastel* loaf .	£6 16 0	when wheat			
	The *coket* loaf of the same wheat and bolting .	6 18 0	quarter	0	1	0
	or of inferior wheat .	7 1 0				
	The *seminel* loaf .	6 14 0				
	The *wheaten* loaf ('de frumento')	10 7 0				
	The *tret* loaf . .	13 12 0				
	The *whole-corn* loaf	13 16 0				
	The wastel loaf .	3 10 8	———	0	1	6
		2 8 0	———	0	3	0
		1 2 8	———	0	6	0
		0 15 $0\frac{1}{4}$	———	0	9	0
		0 11 4	———	0	12	0

* M. Paris, in p. 828 ſtates the queen's jointure at 7,000 marks, inſtead of 4000 marks, the ſum given from himſelf in the ſubſequent page. See V. i p. 425.

† In the original the weights are fixed for every variation of ſix pennies in the price of wheat, and rules laid down for aſcertaining the weight, when wheat ſold at different prices at the ſame time. A ſimilar regulation, enacted by parliament A. D. 1266, is printed among the ſtatutes: but it would be uſeleſs to inſert it alſo here.

A.D. 1256	Brewers were ordered to sell two gallons of ale in cities, and three gallons out of cities, for a penny, when wheat did not exceed 3/4, barley 2/, and oats 1/4, per quarter.					Annales Burton. p. 365.
1257	Wheat by floods in autumn rose to	quarter	£0	10	0	M. Paris, p. 958.
1258	Wheat (a very wet year) from	———	0	15	0	Hemingford, Chron.—Stow's Ann.
	to	———	1	0	0	M. Paris, pp. 970, 973, 981.
	even damaged wheat sold for	———	0	16	0	
1259	*Meal (very dear)*	boll	0	4	0	Scotichron. V. ii, p. 93, ed. Goodall.
1262	Chief justice of the common pleas	per ann.	100	0	0	Dugdale's Orig. juridic.
	Justice of do.	———	40	0	0	
1264	Pepper, formerly	pound	0	0	6	Wikes, Chron.
	now by reason of frequent piracies	———	0	3	0	
	wine also raised from 40/ to	tun	6	13	4	
1265	Chancellor of England for himself and the clerks of the chancery	per ann.	333	6	8	Rot. pat. 49 Hen. III.
	A baron of the exchequer	———	40	0	0	Dugdale, Orig. juridic.
* 1272	A labourer	per day	0	0	1½	Dugdale's Warw. p. 416.
	A harvest man	———	0	0	2	
	Harrowing with one horse	———	0	0	10	
1274	A bible in 9 vol. fairly written, with a gloss or comment, 50 marks	....	33	6	8	Stow's Annales.
1275	Rent of a house in Milk-street occupied by the lord-mayor of London	per ann.	1	0	0	Stow's Survey of London, p. 530, ed. 1618.
In the reign of Alexander III, 1249—1286	*Oats in Scotland*	boll †	0	0	4	Wyntown's Cronykil, V. i, p. 401.
	Barley	———	0	0	8	
	or	———	0	0	10	
	Wheat usually	———	0	1	4	
	when scarce	———	0	1	8	
1280	The chancellor and barons of the exchequer, each.	per ann.	40	0	0	Madox's Hist. exch. c. 21.
	The remembrancer, for self and clerks	....	40	0	0	
1281	*Portion of Margaret, princess of Scotland, married to Eric king of Norway, 14,000 marks, to be carried to Norway at the expense of the king of Scotland*	....	9,333	6	8	Fœdera, V. ii, pp. 1079, 1090.—Prynne's Hist. of K. John, &c. p. 518.
	For one half of the portion the king of Scotland might, at his option, assign to the king of Norway, during the marriage, rents of lands amounting to a tenth part *of the money, or* 700 *marks yearly, which was actually done.*					
	The princess was to have a jointure of 1,400 *marks.*					
	In both these stipulations an annuity upon the life of Margaret, then in her twenty-first year, is valued at ten years purchase.					
1283	A slave and his family sold by the abbat of Dunstable for	....	0	13	4	Ann. Dunst.

* Fleetwood, on the authority of an anonymous writer, states the price of wheat in 1270 from £4 : 16 : 0 to £6 : 8 : 0, a quarter, which seems incredibly high. M. Paris, a far superior author, marks that year, and the preceding and following ones, as abundant.

† For the quantity of the boll see below at A. D. 1284, note.

A. D. 1283	Chief justice of the common pleas	per ann.	£40	0	0	Dugdale's Orig. jurid.
	A justice of the common pleas	———	40	0	0	
1284	*An ordinary horse in Berwick*	....	1	0	0	Statuta Gildæ, cc. 18, 24, 26.
	A carcase of mutton in do.					
	from Easter to Whitsunday	....	0	1	4	
	from Whitsunday to St. James's day	....	0	1	0	
	thence to Michaelmass	....	0	0	10	
	thence to Easter	....	0	0	8	
	Ale in Berwick					
	from Easter to Michaelmass	gallon*	0	0	2	
	the rest of the year	———	0	0	1	
1285	Grinding a quarter of wheat	....	0	0	0½	Stow's Survey, p. 923, ed. 1618.
1286	† Wheat	quarter	0	2	0	Knyghton, col. 2467.
	by a great storm it rose to	———	0	16	0	
1288	Wheat in some parts of England	———	0	1	8	Triveti Annales.
	in other parts	———	0	1	4	
	and in others	———	0	1	0	
	in the west and north parts	———	0	0	8	
	A very plentiful year. Barley	———	0	0	6	Stow's Annales.
	Oats	———	0	0	4	
	Wheat at London when dearest	———	0	3	4	
	Wheat at Waverley in Surrey	———	0	2	0	Ann. Waverl.
1289	Warwick-shire. Wheat	quarter	0	6	0	Dugdale's Warwick.
	Rye	———	0	5	0	
	Barley	———	0	3	0	
	Beans and peas	———	0	2	8	
	Oats	———	0	2	0	
	A swan	———	0	3	4	
	A duck	———	0	0	1	
1290	Stores, &c. of a vessel fitted out at Yarmouth in order to convey Margaret, the infant queen of Scotland, from Norway. Wine, 31 tuns 1 pipe	tun	2	3	4	Liber contrarotul. de anno 18 Edw. 1, in Rymer's Collectanea manuscripta, V. ii, p. 287.
	Ale, bought at Norwich, 10 tuns	——	0	15	10	
	Wheat, 50 quarters	quarter	0	4	10	
	White peas, 3 quarters	———	0	4	6	
	Blanched beans, ½ quarter	———	0	11	2	
	Beef, 15 carcases	carcase	0	7	4½	
	Fish of Aberdeen, 4 C. ‡	hundred	1	9	0	
	Stock fish, 2 C.	———	0	9	0	
	Herrings, ½ last	last	3	0	0	
	Sturgeon, 1 barrel	barrel	1	0	0	
	Whale, 50lb. for		0	11	8	
	Cheese, 4 weyes ('ponderibus')	weye	0	7	0	
	Salt, 2 weyes	——	0	8	0	
	Total expense of the above and all the other stores	....	120	19	5½	
	Commander of the vessel	per day	0	0	6	
	Seamen, 40, each	———	0	0	3	

* The Latin word is *lagena*, the quantity of which has been much disputed. Both in England and in Scotland it was evidently synonymous with *gallon*. For England we have the respectable authority of *M. Paris*, *p.* 937—'Mensuras vini five cerevisiæ, quas *lagenas vel galonce* appellamus.' For the identity of them in Scotland, compare *Fordun*, *p.* 990 with *Wyntown*, *V.* ii, *p.* 118, and *Bowar's Scotichronicon*, *V.* ii, *p.* 223; or *Statuta Rob. III*, *c.* 22 *ap. Skene*, with *Act Ja. I*, *c.* 70, *ed. Murray*.—See also other examples in *Arnot's Hist. of Edinburgh*, *p.* 90, *note* §§. In Scotland the antient lagena was capable of holding as much water as weighed 12 pounds: and 12 lagenæ made 1 boll. In process of time these measures were enlarged, and probably became irregular. In the year 1426 King James I established a standard at a medium between the old measure and the large one then in use, whereby the boll was appointed to contain 164 pounds (16 ounces each) of water, which is stated to be 41 pounds more than the old measure. The gallon was at the same time fixed to weigh 20½ pounds of water.

It is to be regretted, that the Scottish statutes regulating the assizes of weights and measures are so inaccurate, that, when strictly examined, disagreements are found even in the same act.

I have not been able to discover, when the present Scottish gallon, which contains somewhat more than 3¼ gallons of English wine measure, was introduced. The want of a history of weights and measures renders all our observations upon the relative value of goods and money exceedingly defective.

† Knyghton [col. 2468] says that the price of corn began to be very high this year, and continued generally high for about forty years.

‡ The Aberdeen fish are classed among hard fish (i. e. fish cured dry) in the accounts of King Edward's military stores. [Liber garderobæ Edw. I, p. 118] Probably haberdine, a name applied to dry fish, is a corruption of Aberdeen.

A. D. 1291	*Board for a boy in Berwick* . . .	per ann.	£1	6	8		Ryley, Plac. pp. 146, 147.
1292	*Ale, 1½ gallon, for*	....	0	0	1		Anderson's Dipl. Scotiæ, pref. p. 82.
	Cathedral clock at Canterbury . .	....	30	0	0		Dart's Canterb. App. p. 3.
1294	Wheat (a grievous famine) . . .	quarter	1	0	0		Knyghton, col. 2502.
	Allowance to the monks, whose priories were seized . . .	per week	0	1	6		Fleetwood, p. 147.
1295	Justiciary (or viceroy) of Ireland .	per ann.	500	0	0		Rot. pat. 22 Edw. I.
	A hen in Roksburgh-shire . . .	....	0	0	0½		Hailes's Annals, V. i, p. 310.
	Wine	gallon	0	0	4		Arnot's Hist. of Edinb. p. 90.
1297	Jointure of Elizabeth countess of Holland, daughter of King Edw. I	per ann.	8,000	0	0		Rot. pat. prim. 10 Edw. I.
1298	An ox	....	0	6	8		Dugdale's Monasticon, V. ii, p. 403.
	A cow	....	0	5	0		
	A heifer	....	0	2	0		
	A sheep	....	0	1	0		
1299	Chief justice of the king's bench .	———	50	0	0		Dugdale's Orig. jurid.
	Chief justice of the common pleas	———	100	0	0		
	'This yeere was made an act of 'common counsell for prices of victualles to be sold at London, by 'consent of the king and nobilitie, 'concerning the price of powltrie.'						Stow's Annales.
	A fat cock	....	0	0	1½		
	Two pullets	....	0	0	1½		
	A fat capon	....	0	0	2½		
	A goose	....	0	0	4		
	A mallard	....	0	0	1½		
	A partridge	....	0	0	1½		
	A pheasant	....	0	0	4		
	A heron	....	0	0	6		
	A plover	....	0	0	1		
	A swan	....	0	3	0		
	A crane	....	0	1	0		
	Two wood-cocks	....	0	0	1½		
	A fat lamb from Christmas to Shrovetide	....	0	1	4		
	the rest of the year	....	0	0	4		
	Jointure of the queen of England, £18,000 Turon, value 5*s* per £	per ann.	4,500	0	0		Fœdera, V. ii, p. 854.
1300	Military stores: Wheat	quarter	0	3	4	to £0	10 0
	Oats	———	0	1	8	to 0	4 0
	Barley	———	0	3	4	to 0	5 0
	Peas and beans	———	0	1	8	to 0	6 0
	Rye	———	0	5	0		
	Flour	———	0	4	0	to 0	9 0
	Malt	———	0	3	0	to 0	6 8
	Ale	tun	0	6	8	to 1	10 0
	Wine	———	2	0	0	to 4	0 0
	Salt	quarter	0	2	6	to 0	3 0
	Salt made at Yarmouth . .	weye *	0	10	0		
	Dunnage and porterage in shipping salt	per weye	0	0	8		
	Sea coal at Berwick	quarter	0	0	6	to 0	0 6½
	Oxen	carcase	0	5	0	to 0	8 0
	Bacon	———	0	2	2	to 0	5 0
	Salted salmon	each	0	0	8		
	Herrings in Wales	thousand	0	5	0		
	Iron	stone	0	0	5	to 0	0 8
	Steel	bundle	0	1	3		
	Horse shoes	hundred	0	8	7	to 0	10 0
	Nails for them	thousand	0	1	3	to 0	1 8

Liber quotidianus contrarotulatoris garderobæ, anno regni regis Edwardi Primi vicesimo octavo. ed. Soc. Antiq. Londin. 1787.

* The weye is explained as equal to five quarters.

A. D. 1300	Horses for the king's service . .	each	£5	6	8	to	£12	0	0	
	Horses for the queen	——	12	13	4	to	16	13	4	
	A mule for the king	....	5	6	8					
	A horse presented by the king to a knight of Gascoigne . .	....	33	6	8					
	Another presented to the admiral of the Cinque ports . . .	....	2	13	4					
	Milk goats	each	0	3	0					
	Keeper of them	per day	0	0	2					
	Canvass	ell	0	0	3					
	Linen cloth	——	0	0	4					
	Parchment	dozen	0	1	0	to	0	1	6	
	A primer for the prince of Wales, now 15 years 11 months old .	....	2	0	0					
	Freight of red herrings from Yarmouth to Kingston upon Hull .	last	0	2	0					
	Freight of Stowage, levage, pilotage, lighterage, porterage, &c. at both ports	——	0	1	6					
	Freight of corn from Gainsburgh to Berwick	quarter	0	1	0					
	Freight of two vessels with 900 quarters of corn from Harwich to Berwick, and making the corn-rooms in them . .	....	45	0	0					
	Freight of nine vessels with 2,900 quarters of various corns from Yarmouth and Lynne to Berwick	....	34	13	4					
	Freight of thirteen vessels with 3,495 quarters of various corns from Boston, Grimsby, Gainsburgh, and Wainfleet, to Berwick . . .	....	86	18	8½					
	Dunnage for the 13 vessels . . .	....	2	10	8					
	Constable of Roksburgh	per day	0	4	0					
	Constable of Jedburgh	——	0	2	0					
	A knight	——	0	2	0					
	An esquire with a covered horse .	——	0	1	0					
	A cross-bow-man	——	0	0	3	to	0	0	4	
	An archer	——	0	0	2					
	Chaplain, carpenter, and smith, at Berwick, each	——	0	0	4					
	An engineer	——	0	0	9					
	Carpenter, mason ('cementarius'), and smith, each	——	0	0	6					
	Their journeymen, each	——	0	0	4					
	A hodman	——	0	0	2					
	Master miner	——	0	0	6					
	Journeyman miner	——	0	0	3					
	Ditcher ('fossator')	——	0	0	2					
	Woman assisting the ditchers . .	——	0	0	1					
	Admiral of the Cinque-ports fleet of thirty vessels	——	0	2	0					
	Four captains, who seem to have acted as subordinate admirals, each	——	0	1	0					
	Commander of a vessel in the king's service	——	0	0	6					
	Seaman	——	0	0	3					
	Chaplain of the fleet	——	0	0	6					
	King's surgeon, fixed salary . . .	per ann.	1	0	0					

Liber quotidianus contrarotulatoris garderobæ, anno regni regis Edwardi Primi vicesimo-octavo, ed. Soc. Antiq. Londin. 1787.

A. D. 1300	All people in the king's service had also allowances for clothing, proportioned to their stations.						
	Compensations paid by the king for: two black war horses, dead in the service	....	£93	6	8	Liber quotitidianus contrarotulatoris garderobæ, anno regni regis Edwardi Primi vicesimo-octavo. ed. Soc. Antiq. Londin. 1787.
	Compensations paid by the king for: one sorrel war horse do.	....	53	6	8	
	Compensations paid by the king for: a field of oats in Cumberland destroyed by the army	per acre	6	0	0	
	A silver cup, weight 6 marks	....	60	0	0	
	Another, weight 12 marks 2 oz.	....	118	13	6	
	The workmanship of the first appears to be valued at £56; and of the second, at 110:10:2						
1302	Wheat	quarter	0	4	0	Dugdale's Hist. of St. Paul's, p. 32.
	Malt ground	———	0	3	4	
	Peas	———	0	2	6	
	Oats	———	0	2	0	
	A bull	....	0	7	4	
	A cow	....	0	6	0	
	A fat sheep	....	0	1	0	
	An ewe	....	0	0	8	
	A capon	....	0	0	2	
	A cock or hen.	....	0	0	1½	
	Ransom of John Francys an English gentleman, taken prisoner by the Scots at Roslin	....	26	13	4	Ryley Placita coronæ, p. 302.
1303	*Good wine at Perth*	gallon	0	0	4	Wyntown, V. ii, p. 118.
1306	Edward I settled on his son Thomas in lands and rents 10,000 marks	per ann.	6,666	13	4	Fœdera, V. ii, pp. 1018, 1019.
	and on his son Edmund 7,000 marks	———	4,666	13	4	
	He at the same time settled the portion of his daughter Alienore to be 10,000 marks at her marriage, with 5,000 more for her apparrel, in all	....	10,000	0	0	
	He settled on his daughter Mary, who was a nun	per ann.	200	0	0	Fœdera, V. ii, p. 903; V. iii, p. 29.
	together with 20 tuns of wine and 40 oaks for firewood.					
	Allowances to Scottish prisoners.* Elizabeth, the wife of Robert king of Scotland, for herself and her family	weekly	1	0	0	Fœdera, V. iii, p. 385.
	The bishop of St. Andrews	dayly	0	0	6	Fœdera, V. ii, p. 1015.
	—— for his valet	———	0	0	3	
	—— for his serving boy	———	0	0	1½	
	—— for his chaplain	———	0	0	1½	
	The bishop of Glasgow had the same allowances.					
	Sir William Moray of Sanford	———	0	0	4	Fœdera, V. iii, p. 210.
	and for his robe	per ann.	1	0	0	
	Fergus of Ardrossan	dayly	0	0	3	
	and for his robe	per ann.	0	13	4	
	William Giffard	dayly	0	0	3	
	Gilchrist de la Quisme and Adam Pychard, each	———	0	0	2	
	William archdeacon of Tiviotdale	———	0	0	3	

* I have placed all these allowances to prisoners together, though the vouchers for them are of different dates in the Fœdera. They were all taken prisoners in the course of the year 1306. N. B. The queen of Scotland was treated only as a countess in England.

APPENDIX, No. III.

A. D. 1309

For the installation feast of Ralph de Borne, prior of St. Augustine, Canterbury.

Wheat, 53 quarters. . . .	quarter	£0	7 2
Malt, 58 quarters	———	0	6 0
Wine, 11 tuns	tun	2	3 7½
Oats, 20 quarters	quarter	0	4 0
Spiceries, total.	....	28	0 0
Wax, 300 lb.	lb.	0	0 6½
Almonds, 500 lb.	—	0	0 1¼
Oxen, 30 carcases	carcase	0	18 0
Hogs, 100	———	0	3 2¼
Sheep, 200	———	0	3 0
Geese (or auks 'aucis') 1000	———	0	0 3¾
Capons and hens, 500 . . .	———	0	0 3
Pullets, 473	———	0	0 1½
Pigs, 200	———	0	0 6
Swans, 34	———	0	4 1½
Rabbits, 600 £xv * . . .	———	0	0 6
Shields of braun, 17 . . .	....	0	3 10
Partridges, mallards, bitterns, and larks, total .	....	18	0 0
Earthen pots, 1000, total . .	....	0	15 0
Salt, 9 quarters † ('summas') total	....	0	10 0
Wooden bowls ('ciphis') 400	....	no price	
Dishes and plates 3300			
Faggots and goss or furze for the fires ('scopis et gachis' ‡)	total	8	4 0
Fish, cheese, milk, garlic . .	———	2	10 0
Eggs, 9600	100	0	0 11¼
Saffron and pepper	total	1	14 0
Coals, 'doleis', § and setting up furnaces	....	2	8 0
300 ells of canvass ('canvum' ‖)	ell	0	0 3⅕
Setting up tables, tressels and dressers	....	1	14 0
Given to the cooks and their boys	....	6	0 0
and to the minstrels . . .	....	3	10 0
The whole expense of the feast was	....	287	5 0

Thorn, Chron. col. 2010, and also in Leland's Collectanea, V. ii, p. 34.

There were above 6,000 guests, who appear to have had 3,000 dishes, i. e. a dish set between every two who sat opposite to each-other. The prior appears to have paid high prices for many of his articles.

A pair of shoes	....	0	0 4	Spelm. Gloss. vo. Vatarius.
Pay of a man at arms	dayly	0	0 10	Fœdera, V. iii, p. 211.
—— a cross-bow man	———	0	0 3	
—— an archer or long-bow man .	———	0	0 2	
A cross-bow ('balista')	....	0	3 8	
Quarrells (arrows with heavy square heads)	hundred	0	1 6	

* 'Instead of £xv read £v; and then the rabbits will 'be 2d a piece, at which price, I find, they were sold 'about that time from old accounts in Merton college.' [M S. note written in my copy of Fleetwood by a former poſſeſſor of it.] Fleetwood alſo ſaw the miſtake.

† There ſeems an error in the quantity or the price.

‡ Theſe words, which Fleetwood could make nothing of, are ſo tranſlated by a former owner of my copy of his *Chronicon precioſum*. Spelman has *gagium* and gaium, which, he ſays, mean *a very thick wood*.

§ Apparently old tuns or other caſks, uſed as fire wood.

‖ Hearne [in Lel. Coll.] copying from a very antient printed copy, has 'canvis'.

A. D. 1314	Reduced prices fixed by parliament. A good ox, grass-fed	....	0	16	0				Walsingham, p. 502—Stow's Annales.
	——— stall-fed with corn	....	1	4	0				
	A fat cow	....	0	12	0				
	A fat hog of two years old	....	0	3	4				
	A fat sheep shorn	....	0	1	2				
	——— with the wool	....	0	1	8	In the city			
	A fat goose ('auca')	....	0	0	2½	£0	0	3	
	A good capon	....	0	0	2	0	0	2½	
	A good hen	....	0	0	1	0	0	1½	
	A pair of chickens	....	0	0	1	0	0	1½	
	Pigeons	each	0	0	0¼	0	0	0¼	
	Eggs	dozen	0	0	0½	0	0	0½	
	The regulation increased the scarcity, which it was intended to remove. The country people would not bring in provisions, and what was sold was dearer than before.								
	Wheat, beans, and peas	quarter	1	0	0				Walsingham, ubi supra.
	Malt	———	0	13	4				
	Salt	———	1	15	0				
1315	The act regulating the prices of provisions was repealed								
	Wheat	———	2	0	0				
	Salt (said to be an unheard of price)	bushel	0	2	6				Triveti contin.
	184 tuns 1 pipe of red or claret wine, and 1 tun of white wine, expended in the earl of Lancaster's house	total	104	17	6				Stow's Survey, p. 133, ed. 1618.
	6 barrels of sturgeons, ditto	——	19	0	0				
1316	Small ale	gallon	0	0	2				
	Better ale from 3*d* to	———	0	0	4				Walsingham, p. 108.
	The king ordered that ale should be sold at	———	0	0	1				
	and that no wheat should be malted.								
	Wheat	quarter	1	12	0				Fabyan.
1317	Wheat at Leicester on a Sunday	———	2	4	0				Knyghton, col. 2534.
	——— ——— on the Wednesday following	———	0	14	0				
	——— in some other places	———	2	13	4				Fabyan.
	This year there was an early harvest, and wheat fell from	———	4	0	0				Stow's Annales.
	to	———	0	6	8				
	and oats from	———	3	4	0				
	to	———	0	5	4				
	An ox in Scotland	....	0	6	8				Chart. Aberbroth. qu. in Hailes's Ann. V. ii, p. 270.
	A cow in ditto	....	0	5	0				
1318	The king's leopard 6*d*, the keeper 1½	per day	0	0	7½				Madox's Hist. c. 10, § 12.
1321	Jointure settled by the earl of Pembroke on his wife, the daughter of Guy de Chastillon	per ann.	2,000	0	0				Rot. pat. sec. 14 Edw. II.
1326	A hen	....	0	0	1½				Lambard's Perambulation of Kent, p. 541.
	A cock	....	0	0	1				
	Arable land in Kent, rent	per acre	0	0	3				
	to	———	0	0	6				
	Pasture land	———	0	0	1				
	Meadow — 4*d* to	———	0	0	10				
	Allowance to Edward II, when deposed, 100 marks	monthly	66	13	4				Murimuth, p. 70.
1327	The physician of Edward III.	per ann.	£100	0	0				Fœd. V. iv, p. 274, 307.
	Wine	tun	3	0	0				
	Hides	last	25	0	0				

A. D. between 1306 and 1329	*The chamberlain of Scotland, during the reign of Robert I*	per ann.	166	13	4	Lord Hailes's Inquiry into Ll. Malcolmi, p. 44.
1328	*Dowry of Johanna, married to David prince of Scotland* . .	——	2,000	0	0	Fœdera, V. iv, p. 354.
	Herrings in Scotland	hundred	0	1	6¼	MS. qu. in Arnot's Hist. of Edinb. p. 91.
	44 beeves bought for the wedding of David prince of Scotland .	total	20	0	10	
1329	*A horse*	....	0	5	0	Accompts of the chamberlain of Scotland, published by Mr. Davidson.
	to	....	0	13	4	
	An ox	....	0	10	0	
	A sheep	....	0	1	2	
	to	....	0	2	0	
	A hog	....	0	6	8	
	A porpoise	....	0	5	0	
	A swan	....	0	6	1	
	A barrel of sturgeon	....	3	10	0	
	Herrings salted	last	3	9	0	
	to	—	4	0	0	
	Hard fish	thousand	6	13	4	
	Salmon	hundred	3	9	0	
	Cheese	stone	0	1	0	
	Wax	——	0	4	6	
	Honey	gallon	0	3	3	
	Olive oil	——	0	3	10½	
	Vinegar	——	0	1	0	
	Verjuice	——	0	1	7½	
	Apples	barrel	0	3	9	
	Saffron	pound	0	5	0	
	Pepper	——	0	1	2	
	Mace	——	0	4	0	
	Ginger . . . . . *	——	0	0	9½	
	Nutmegs	——	0	4	10½	
	Loaf sugar	——	0	1	9½	
	Confections of various kinds . . .	——	0	2	5	
	Rice	——	0	0	1¼	
	Meal	boll	0	1	7	
	Barley	——	0	2	5	
	Oats	——	0	0	11	
	White peas	——	0	2	4	
	Wine	tun	2	0	2½	
	to	....	4	0	0	
	Woolen cloth dyed	yard	0	6	2½	
	Silk	——	0	5	0	
	Pay of watchmen in Berwick castle	per day	0	0	3	
	—— *the keeper of the king's lion* .	per ann.	6	13	4	
	Paid to minstrels at the coronation by the king	....	20	0	0	
	by the queen	....	10	0	0	
	A set of plough irons	....	0	2	0	Wyntown, V. ii, p. 139.
1332	Portion of Alienora, sister of King Edw. III, married to the earl of Gelder	....	10,000	0	0	Fœdera, V. iv, p. 513.
1333	King's physician, a pension for life	....	100	0	0	Fœdera, V. iv, p. 560.
1334	Keepers and porter of Woodstock park, each	per day	0	0	2	Fœdera, V. iv, p. 629.
	Gardener (only one mentioned) .	——	0	0	1	
1335	Allowance to the earl of Moray, a prisoner in England . . .	——	0	0	4	Fœdera, V. iv, p. 663.
1336	Wheat in London	quarter	£0	2	0	Murimuth, contin. p. 96.
	A fat ox in do.	....	0	6	8	

* In 1331 mace rose to 6/, and ginger to 20/, a pound.

A. D. 1336	A fat sheep, *6d* to	....	0	0	8	Fabyan.
	Pigeons	dozen	0	0	2	
	A fat goose	....	0	0	2	
	A pig	....	0	0	1	
1338	Allowance from King Edward to 32 students at Cambridge, each	per day	0	0	2	Rot. pat. prim. 12 Edw. III, m. 27.
	Bounty given by the king to the messenger announcing the birth of his third son	....	100	0	0	Fœdera, V. v, p. 95.
	Ransom of Richard Talbot, taken prisoner by the Scots	....	2,000	0	0	Wyntown, V. ii, p. 210.
	Wheat	quarter	0	3	4	Knyghton, col. 2573.
	Barley and oats	———	0	0	10	
	Beans and peas	———	0	1	0	
	Wool taken by the king, a forced price	st. of 14 lb.	0	2	0	Stow's Annales.
1339	Wool	tod of 28 lb.	0	10	0	Smith's Wealth of nations, V. i, p. 363, ed. 1793 *.
	To be delivered by contract at Berwick and Leith. Wheat and malt	quarter	0	9	0	Cotton's Abridgement, p. 21.
	Oats, beans, peas	———	0	5	0	
	N. B. These prices include the freight.					
1340	Pension to Alicia, countess of Menteth	per week	1	6	8	Fœdera, V. v, p. 168.
	Pension to Mary, countess of Fife besides allowance for clothing and the use of a manor. She was grand daughter of Edw. I king of England.	———	2	0	0	Fœdera, V. v, pp. 182, 250.
1342	Wine of Gascoigne in London	gallon	0	0	4	Stow's Survey, p. 928.
	Rhenish wine in do.	———	0	0	6	
	Military pay of an earl	per day	0	8	0	Fœdera, V. v, p. 327.
	a banneret	———	0	4	0	
	a knight	———	0	2	0	
	an esquire	———	0	1	0	
	an archer	———	0	0	6	
1343	An ox	———	0	8	0	Kennet's Paroch. Antiq. pp. 456, 458.
1344	A cow	———	0	5	0	
1345	Pay of an ambassador for negotiating a marriage with Spain, before he went abroad	per day	0	13	4	Fœdera, V. v, p. 471.
	when abroad	———	1	0	0	
	besides allowance for passages.					
	King's apothecary, a pension for life	———	0	0	6	Fœdera, V. v, p. 485.
1347	Pay of the army of England against Scotland. Edward Balliol, under the title of King of Scotland	———	0	16	0	Fœdera, V. v, p. 557.
	G. Umfraville, under the title of earl of Angus, and some other commanders, each	———	0	6	8	
	bannerets, &c. as in A. D. 1342.					
	an archer on horseback	———	0	0	4	
1348	There was a dreadful pestilence, and things were sold for almost nothing.					Knyghton, col. 2599.
	A horse, formerly worth 40*s*	....	0	6	8	
	A good fat ox	....	0	4	0	
	A cow	....	0	1	0	
	A heifer	....	0	0	6	

* See his remarks on the price of wool in the place quoted.

A. D. 1348	A fat wether	....	£0	0	4	Knyghton, col. 2599.
	An ewe	....	0	0	3	
	A lamb	....	0	0	2	
	A large hog	....	0	0	5	
	Wool	stone	0	0	9	
	An ox hide	....	0	1	0	
	A pair of shoes 10*d* to	....	0	1	2	
	A pair of boots 3*s* to	....	0	4	0	
	The mortality was so great that the cattle were left to wander through the fields and the corn, for want of keepers. In harvest					
	Reapers could not be got under	per day	0	0	8	
	Mowers	———	0	1	0	
	and victuals found for them; so that much of the corn was left uncut.					
	The pay of a chaplain rose from 4 or 5 marks to	per ann.	6	13	4	
	and even	———	10	0	0	
	No priest would accept a vicarage under	———	13	6	8	
	and upwards to	———	20	0	0	
	till a great accession of laymen, whose wives had died, increased the number of clergymen.					
1349	Rent of fishmonger's shops in London	———	0	4	0	Stow's Survey, p. 661.
	to	———	0	5	0	
1351	The statute of labourers*, enacted this year, compelled all workmen to serve for the same wages, which had been usual in the last ten years, and to accept their wages either in money or in wheat, at the option of their employers: but the wheat was never to be rated higher than 10*d* a bushel, or	per quarter	0	6	8	Stat. 25 Edw. I, stat. 1, cc. 1—9.
	Weeders and hay makers	per day	0	0	1	
	Mowers by the acre, or	day	0	0	5	
	Reapers of corn in the first week of August	———	0	0	2	
	and after that	———	0	0	3	
	For threshing wheat and rye	quarter	0	0	2½	
	——— barley, beans, peas, and oats	———	0	0	1½	
	A master free mason	per day	0	0	4	
	Master carpenters, masons, tilers, thatchers, plasterers, &c.	———	0	0	3	
	Inferior carpenters, &c.	———	0	0	2	
	Their servants or boys	———	0	0	1½	
	all without meat or drink.					
	'*A perpetual annuity of eight 'marks sterling,* £5 : 6 : 8, *'secured on land, was pur-'chased for one hundred and 'twenty marks,' in Scotland, being just fifteen years' purchase.*	....	80	0	0	Chart. Morav. qu. in L^d. Hailes's Annals, V. ii, p. 275.

* 'This statute is surely a better evidence of what was 'reckoned in those times a moderate price of grain, than 'the prices of some particular years, which have generally 'been recorded by historians and other writers on account 'of their extraordinary dearness or cheapness, and from 'which, therefore, it is difficult to form any judgement 'concerning what may have been the ordinary price.' [*Smith's Inquiry into the nature and causes of the wealth of nations, V.* i, *p.* 278, *ed.* 1793]

A. D. 1357	Ransom of David II king of Scotland, taken prisoner at the battle of Durham in 1346, settled at 100,000 marks to be paid in ten years: but by subsequent treaties the principal sum, with the penalties incurred by delay of payment, was settled at . . . . . payable at the rate of £4,000 every year: and the whole of this enormous sum was actually paid, and a full discharge given for it in the year 1383.	....	£100,000	0	0	Fœdera, V. v, p. 416; V. vii, p. 417.
	Pension to a carpenter crippled in the king's service	per day	0	0	1½	Rot. pat. prim. 31 Edw. III, m. 5.
1359	Pay of H. Percy keeper of Berwick castle	per ann.	66	13	4	Ayloffe's Calendar, p. 223.
	King's surgeon	per day	0	1	0	Rot. pat. sec. 33 Edw. III, m. 27.
	and moreover	per ann.	5	13	4	
1360	Ransom of John King of France, taken prisoner at the battle of Poictiers in 1356, three millions of golden crowns, each equivalent to half an English noble, to be paid by installments in 21 years, and the money to be carried at the expense of France.*	....	500,000	0	0	Fœdera, V. vi, pp. 185, 222.
	A horse for military service . . .	....	1	0	0	Blount's Tenures, p. 125.
	Master carpenters	per day	0	0	4	Stat. 36 Edw. III, c. 8.
	Their servants	———	0	0	2	
1361	A young bull, or a heifer	....	0	0	10	Blount's Tenures, p. 29.
1363	A hen	....	0	0	0½	Kennet's Paroch. Antiq.
	A hog	....	0	1	6	
	Wheat	quarter	0	15	0	Walsingham, Ypod. p. 525.
1364	Salary of the chief baron and other barons of the exchequer . .	per ann.	40	0	0	Dugdale's Orig. juridic.
1365	Prices allowed by King Edward to be paid for falcons, according to the various species from 6/8 to	———	1	0	0	Fœdera, V. vi, p. 478.
1367	Salary of a justice of the common pleas	———	40	0	0	Dugdale's Orig. juridic.
	—— of the chief justice of the king's bench	———	66	13	4	
	—— of a justice of the king's bench	———	40	0	0	
	Pension to Geffrey Chaucer for life	———	13	6	8	Fœdera, V. vi, p. 567.
1369	Wheat	quarter	1	4	0	Walsing. Ypod. p. 527.
	and	———	1	0	0	Stow's Annales.
	Barley	———	0	13	4	
	Oats	———	0	8	0	
1370	*Salary of a judge appointed to administer justice in the court of the abbay of Aberbrothock* .	per ann.	1	0	0	Chart. Aberb. qu. in L^d. Hailes's Annals, V. ii, p. 277.
1373	Rent of a garden in the city of London measuring 95 by 9½ ells	———	0	6	8	Stow's Survey, p. 586.
1376	Land of 40 marks a year valued at 1000 marks, or twenty-five years' purchase	....	666	13	4	B. Willis in Leland's Coll. V. vi, p. 125, ed. 1715.

* A part of the ranfom, ſtill unpaid in 1401, was demanded by Henry IV. [Fœdera, V. viii, pp. 230, 267.]

A. D. 1376	Edward III bought the lord of Poys, a French prisoner, for	....	£1,500	0	0	Fœdera, V. vii, pp. 103, 121.
	and sold him again for 1000 marks	....	666	13	4	
1379	Wheat	quarter	0	4	0	Stow's Annales.
	White wine	gallon	0	0	6	
	Red wine	———	0	0	4	
1382	Wine of Gascoigne, Oseye, and Spain	tun	4	0	0	Fœdera, V. vii, p. 378. See above, V. i, p. 592.
	or according to quality up to	———	5	0	0	
	and by retail for the best	gallon	0	0	6	
	Wine of Rochelle	tun*	2	13	4	
	or according to quality up to	———	4	0	0	
	and by retail for the best	gallon	0	0	4	
	Rhenish wines, being in casks of uncertain measure, whether in wholesale or retail, never to exceed	———	0	0	6	
	For wines carried into the country an allowance of ½d for every 50 miles on the gallon.					
1383	Sweet wines	———	0	0	6	
	Master of the king's carpenters	per day	0	1	0	Rot. pat. prim. 7 Ric. II, m. 2.
1385	Assistant clerk of parliament	per ann.	5	0	0	Rot. pat. sec. 8 Ric. II, m. 45.
1387	Barley at Leicester	quarter	0	1	0	Knyghton, col. 2692.—Stow's Annales.
	Wine of Rochelle, by means of the capture of a fleet of French vessels	tun	0	13	4	
	At Leicester. Wheat	quarter	0	2	0	Knyghton, col. 2693.
	Barley	———	0	2	0	
	Rye ('siliginis' †)	———	0	1	0	
	Peas	———	0	1	0	
	Red wine	gallon	0	0	6	
	White wine of Rochelle	———	0	0	4	
1389	Wages of farm servants with clothing and diet. Bailif	per ann.	0	13	4	Stat. 12 Ric. II, c. 4. See V. i, p. 600.
	Chief labouring husbandman	———	0	10	0	
	Carter and shepherd, each	———	0	10	0	
	Cow-herd	———	0	6	8	
	Swine-herd	———	0	6	0	
	Plough-driver at most	———	0	7	0	
	Woman labourer	———	0	6	0	
	Dairy woman	———	0	6	0	
1390	Wheat at Leicester	quarter	0	16	8	Knyghton, col. 2737.
	and sometimes	———	0	13	0	
	Wheat at London	———	0	10	0	
	Wool, by imprudent restrictions upon the trade, reduced to	stone	0	3	0	
	and even to	———	0	1	8	
	Cogware and Kendal cloth	piece	0	3	4	Stat. 1, 13 Ric. II, c. 10.
	to	———	0	5	0	
1400	Rent of a fishmonger's shop with an upper room ('solarium') in St. Michael's parish, London.	per ann.	0	16	0	Madox's Formulare, p. 118.
1401	Wheat	quarter	0	16	0	Fabyan.

* In this regulation *the pipe and other smaller casks* are directed to be sold in proportion to the price of the *dolium* or tun. Hence it is evident, that *dolium* does not signify *pipe or butt* of 126 gallons, as supposed by Fleetwood [*p.* 92 *ed.* 1745] In Scotland, according to the assise ascribed to King David, the gallon ('*lagena*') of wine was to be rated at one penny for every pound in the price of the *dolium* which may thence be presumed to contain above 240 gallons of the measure then in use.

† *Siligo* with the antient Romans was a kind of grain whiter and less nourishing than wheat. [*See Ainsworth's Dict. with the examples quoted*]. With the later writers it means *rye*: and for this explanation I am indebted to the manuscript notes of the former owner of my copy of Fleetwood.

A.D. 1402	Ransom of Sir Reginald Grey, taken prisoner by Owen Glendower, 10,000 marks . . .	....	£6,666	13	4	Fœdera, V. viii, p. 279.
1403	Portion of Blanch, daughter of Henry IV, married to Louis, son of the emperor Rupert, 40,000 nobles	....	13,333	6	8	Fœdera, V. viii, pp. 179, 221.
	Her jointure, one tenth of her portion	....	1,333	6	8	
	Pension allowed by Henry IV to a converted Jewess . . .	per day	0	0	2	Fœdera, V. viii, p. 299.
	Salary of Thomas, the king's son, as his lieutenant in Ireland .	per ann.	8,000	0	0	Rot. pat. sec. 4 Hen. IV, m. 3.
1404	Jointure settled on Joan the queen of Henry IV, as other queens of England had had . . .	——	6,666	13	4	Cotton's Abridgement, p. 430.
	Military pay of a banneret	per day	0	4	0	Fœdera, V. viii, p. 389.
	Military pay of a bachelor	——	0	2	0	
	Military pay of a man at arms	——	0	1	0	
	Military pay of an archer	——	0	0	6	
1406	Rent of a house and eight shops in Queen-hithe ward, London	per ann.	0	12	0	Rot. pat. sec. 7 Hen. IV, m. 36.
1407	A cow	....	0	7	0	Computus prioris Burcester, qu. in Kennet's Paroch. antiq. p. 548.
	A calf	....	0	1	8	
	A cow and her calf	....	0	7	6	
	An ox	....	0	11	6	
	to	....	0	13	4	
	Salt	bushel	0	0	7½	
	Wheat	quarter	0	3	4	
	Wheat for sowing, about . . .	——	0	4	5	
	Oats for sowing	——	0	2	0	
	A plough	....	0	0	10	
	A dung-cart complete	....	0	1	2	
	A pair of cart wheels	....	0	3	2	
	Wages of a thresher	per day	0	0	2	
1410	Ransom of the earl of Douglas, taken prisoner in 1403 at the battle of Shrewsbury, 1,000 marks	....	666	13	4	Ayloffe's Calendar, p. 269.
1411	Pepper (price fixed by parliament)	pound	0	1	8	Cotton's Abridgem. p. 482.
1412	Pepper, notwithstanding, rose to .	——	0	4	0	Walsingham, p. 381.
1413	Keeper of the king's clock ('horologii') at Westminster . .	per day	0	0	6	Rot. pat. sec. 1 Hen. V, m. 7.
	Keeper of the king's harriers, for life	——	0	1	0	Rot. pat. tertia, 1 Hen. V, m. 19.
	besides the wages called 'folies'.					
	Salary or allowance to the king's confessor, with an associate, and their servants attending in the palace, and for four horses and a hackney	per day	0	3	0	Fœdera, V. ix, p. 72.
	reckoned by the year only . .	....	54	12	0	
	for their four grooms, each . . .	per day	0	0	1½	
	and moreover for some small necessaries.	per ann.	5	16	0	
1414	A priest with cure of souls . . .	——	5	6	8	Statute 2 Hen. V, st. 2, c. 2.
	One without cure	——	4	13	4	
1415	Allowance for the support, clothing, education, and establishment, of James king of Scotland, while he was detained as a prisoner in England . .	——	700	0	0	Fœdera, V. ix, p. 203.

A. D. 1415	Military pay of a duke	per day	£0	13	4	Fœdera, V. ix, pp. 223, 227 et seqq. 355; et passim.
	an earl	———	0	6	8	
	a baron or banneret	———	0	4	0	
	a knight	———	0	2	0	
	an esquire or man at arms	———	0	1	0	
	an archer	———	0	0	6	
	minstrels attending the army	———	0	1	0	
	physician and surgeon, each	per ann.	26	13	4	
	surgeon's assistants	———	13	6	8	
	The commanding officers had besides their dayly pay an annual allowance, called 'regard' *.					
	Pension to the king's nurse	per ann.	20	0	0	Rot. pat. prim. 3 Hen. V, m. 13.
1416	Pension given to Thomas earl of Dorset, the king's uncle, on being created duke of Exeter	———	1,000	0	0	Stow's Annales, p. 375, ed. 1600.
	Wheat	quarter	0	16	0	Fabyan.
1420	Jointure settled by Henry V on his wife Catharine, princess of France, 40,000 crowns, each equal to half a noble . . . besides 20,000 francs from his dominions in France.	per ann.	6,666	13	4	Fœdera, V. ix, p. 916.
	Wine in Scotland	pint about	0	0	3½	Wyntown, V. ii, p. 118.
1421	Salary of the queen's confessor, a doctor in philosophy	per ann.	20	0	0	Fœdera, V. x, p. 148.
	Pension of the late king's minstrels, each	———	5	0	0	Fœdera, V. x, p. 287.
1423	Ransom, or board, for James king of Scotland, detained as a prisoner in England . . . to be paid in six years, and to be carried to London at the expense of Scotland.	....	40,000	0	0	Fœdera, V. x, pp. 299, 302, 323.
	Portion of Jane Beaufort, cousin of Henry VI, married to King James, 10,000 marks, to be allowed as the sixth and last payment of his ransom	....	6,666	13	4	
	Wheat	quarter	0	8	0	Fabyan.
	Malt	———	0	5	0	
	A ram	....	0	0	8	
1424	*Wheat in Scotland*	boll	0	2	0	Acts Ja. I—parl. 1st, c. 11. See V. 1, p. 639, note §.
	Rye, barley, peas	———	0	1	4	
	Oats	———	0	0	6	
	An ox	....	0	6	8	
	A sheep	....	0	1	0	
	A horse	....	0	13	4	
1425	A cow	....	0	8	0	Madox Form. Anglic. p. 144.
	A colt in Oxford-shire	....	0	8	0	Computus prioris Burcester, qu. in Kennet's Paroch. antiq. p. 572.
	Two colts 9*f*.	each	0	4	6	
	A bay horse for the prior	....	1	6	8	
	Peas	quarter	0	2	2	
	Ox-hides . for 5	....	0	12	0	
	Cow-hides . for 2	....	0	2	7	
	——— . for 3	....	0	4	8	
	Calve-skins for 16	....	0	2	0	
	Sheep-skins of 2 years old for 36	....	0	9	0	
	Pure wool	tod of 28 lb.	0	9	6	

* The military pay was so high on account of the short continuance of the service, and the great expenses they were put to in preparing for a campaign. There was no half pay.

A.D. 1425	Red wine	gallon	£	0	0	8	Computus prioris Burcester, qu. in Kennet's Paroch. antiq. p. 572.
	Sweet wine	———		0	1	4	
	Wages of a stone-cutter	per day		0	0	4	
	——— a tiler and his two servants	———		0	0	10	
	——— a sawyer	———		0	0	4	
	——— a ploughman	———		0	0	1	
	For threshing wheat	quarter		0	0	3½	
	Wheat for making malt	———		0	4	0	
	Pullets, . for 20	....		0	1	8	
	Woodcocks for 8	....		0	1	0	
	A quarter of an ox to salt	....		0	1	4	
	A cade of red herrings (720 in the cade)	....		0	8	0	
	Raisins, for 12 lb.	....		0	1	1	
	Russet cloth for the shepherd	yard		0	1	1	
	Gloves, 30 pair for servants	....		0	4	0	
	——— 12 pair for the bishop's servants	....		0	5	0	
1427	Pension to the earl of Walachia, driven out of the Grecian empire by the Turks	per ann.		26	13	4	Fœdera, V. x, p. 374.
1429	Scarlet cloth	yard		0	14	0	Fœdera, V. x, p. 437.
1433	Paid for transcribing a copy of the works of Nicolas de Lira in two volumes, to be chained in the library of the Gray friars in London	....		66	13	4	Stow's Survey, p. 590.
1435 or 1436	Wheat, by an excessive wet harvest, rose to	quarter		1	6	8	Hist. Croyland. contin. p. 518.
	and the poor fed upon dried roots and herbs.						
	Wheat afterwards fell to	———		0	5	4	
	which seems an usual price						
1437	Wheat might be exported, when not above	———		0	6	8	Acts 15 Hen. VI, c. 2.
	Barley, when not above	———		0	3	0	
1438	*Wheat in Aberdeen-shire*	boll		0	7	0	Records quoted in Sinclair's Statistical account, V. ii, p. 537.
	Oat meal in do.	———		0	4	0	
1439	Wheat	quarter		1	4	0	Stow's Annales, p. 621.
	Oats	———		0	5	4	
	Malt	———		0	13	0	
	People fed more than ever on beans, peas, and barley; and the poor made bread of fern roots.						
1440	Ransom of the duke of Orleans, a prince of the blood of France, taken prisoner in 1415 at Agincourt, 100,000 nobles, or 200,000 French crowns, to be paid in six months	....	33,333	6	8		Fœdera, V. x, pp. 777, 783.
1444	Wheat	quarter		0	4	4	Fleetwood.
	Oats	———		0	1	8	
	Peas	———		0	3	0	
	Peas for seed, 4*s* to	———		0	6	0	
	Malt	———		0	4	0	
	A calf	....		0	2	0	
	An ox	....		1	11	8	
	A pair of plough oxen	....		1	3	0	
	A porker without the head	....		0	3	0	
	Bacon	flitch		0	1	8	
	A goose	....		0	0	3	
	Pigeons	dozen		0	0	4	
	to	———		0	0	6	

A. D. 1444	A young swan		....	£0	3	0			Fleetwood.
	Ling, for 26 warp		....	1	10	4			
	Stock-fish		hundred	0	17	6			
	Herrings		barrel of 30 gall.	1	0	0			
	Salary of the king's physician		per ann.	100	0	0			Fœdera, V. xi, p. 69.
1445	Wheat		quarter	0	4	6			Computus (E. C.) qu. by Fleetwood, p. 108.
	Oats		———	0	2	0			
	Ale		gallon	0	0	1½			
	Hay		load	0	3	6½			
	Red herrings, for 3,000		....	1	11	0			
	Bullocks and heifers, average at		....	0	5	0			
	Cloth for surplices to scholars		ell	0	0	8			
1446	Highest wages with diet.	Bailif	per ann.	1	3	4	and for clothing	£0 5 0	Act 23 Hen. VI. c. 12.
		Chief hind, carter, and chief shepherd, each	———	1	0	0		0 4 0	
		Common farm servant	———	0	15	0		0 3 4	
		Woman servant	———	0	10	0		0 4 0	
		Girl under 14 years	———	0	6	0		0 3 0	
	Highest dayly wages.	Free mason, Master carpenter	per day	0	0	4	and for victuals	0 0 1	
		Master tiler, slater, rough mason, ordinary carpenter, and others concerned in building	———	0	0	3			
		Labourer	———	0	0	2			
		From Michaelmass to Easter they had each one penny less.							
	Highest wages in harvest.	A mower	———	0	0	4	and for victuals	0 0 2	
		Reaper and carter, each	———	0	0	3			
		Other labourers and women, each	———	0	0	2			
	Salary of the king's master of medicine		per ann.	100	0	0			Fœdera, V. xi, p. 124.
1447	Wheat		quarter	0	8	0			Computus (E. C.) ap. Fleetwood, p. 108.
	Oats		———	0	2	1½			
1448	Wheat		———	0	6	8			
	Oats		———	0	2	0			
	Red herrings		cade	0	5	8			
	White herrings		barrel	0	9	3			
1449	Wheat		quarter	0	5	0			
	Red herrings		cade	0	6	0			
	White herrings		barrel	0	10	3			
	A sheep		....	0	2	5½			
	A hog (perhaps a young sheep)		....	0	1	11½			
1450	Oats		quarter	0	1	10			
	Beans		———	0	2	6			
1451	Wheat		———	0	8	0			
	Oats		———	0	1	10¼			
	Ale		gallon*	0	0	1½			
	Beans		quarter	0	3	4			
	Red herrings		cade	0	7	4			
	White herrings		barrel	0	13	7			
1453	Wheat		quarter	0	5	4			
	Ale		gallon	0	0	1¼			
	Red herrings		cade	0	7	6			
	White herrings		score	0	0	3			
1454	Oats		quarter	0	1	10½			
1455	Wheat, the best		———	0	1	0			Stow's Annales.
	and		———	0	1	2			
	Malt		———	0	1	5			

* 'Galo' in the original Latin.

A. D. 1457	Wheat	quarter	£0	7	8	Computus (E. C.) ap. Fleetwood, p. 110.
	Oats	——	0	1	9¼	
	Ale	gallon	0	0	1	
	Red herrings	cade	0	6	8	
	White herrings, for 92	....	0	1	0	
1461	Pension granted to Richard duke of Gloucester, (afterwards king) and to his heirs, on his creation	per ann.	400	0	0	Fœdera, V. xi, p. 476.
1463	Wheat	quarter	0	6	8	Act 3 Edw. IV, c. 2.
	Rye	——	0	4	0	
	Barley	——	0	3	0	
	These were not the usual selling prices, but were limited by law as the prices, at which importation might be permitted.					
	Wine, Gascoygne, white, claret or red, to be sold by wine-tunners (vintners) in London not above	gallon	0	0	8	

			at London			in Norfolk			Stow's Annales.
	Wheat	quarter	0	2	0	£0	1	8	
	Barley	——	0	1	10	0	1	0	
	Peas	——	0	3	4				
	Oats	——	0	1	2	0	1	0	
	Malt	——	.	.	.	0	1	8	

	Hose for Sir John Howard (duke of Norfolk)	pair	0	1	8	Account book of Sir J. H. in Gent. Mag. 1782, p. 230.
	Morey hose for ditto	——	0	7	0	
1464	White wheat	quarter	0	6	8	Cotton's Abridgem. p. 676.
1466	Salary of the famous Sir Thomas Littleton, as a justice of the king's bench, 110 marks	per ann.	73	6	8	Fœdera, V. xi, p. 566.
	and for his winter robe	....	5	6	11½	
	and his summer robe	....	3	6	6	
1468	Money lent on the security of a manuscript of Petrus Comestor, deposited as a pledge	....	1	6	8	Memorandum on the MS. Bib. reg. 2 C in Mus. Brit.
1469	Wheat, estimated average price	quarter	0	6	0	Regulations of the royal household, p. 98.
	Wine	sextary	0	1	10½	
	or	tun	5	0	0	
	Ale	gallon	0	0	1¼	
	Beef, deducting hide and tallow	cascase	0	10	0	
	Mutton, ditto	——	0	1	4	
	Veal	——	0	2	6	
	Pork	——	0	2	0	
	Boar	——	0	13	4	
	Bay salt	weye	0	13	4	
	White salt	bushel	0	0	7	
	Ling and salt fish	hundred	3	0	0	
	Salmon salted	barrel	1	10	0	
	Sprats	cade	0	3	4	
	Red herrings	——	0	6	8	
	White herrings	barrel	0	10	0	
	Sturgeon	——	3	0	0	
	Olive oil	gallon	0	1	0	
	Honey	barrel	1	10	0	
	Sugar	pound	0	1	0	
	and also	——	0	0	6	
	Rice	——	0	0	3	
	Canvass	100 ells	2	0	0	
	Holland 6d, 8d, and 1/4	ell				
	Napery of Devant	—	0	1	4	
	Napery of Paris	—	0	3	4	
	Diaper	—	0	4	6	
	Napkins	dozen	0	1	0	
	Napkins of Paris	——	0	1	8	

A. D. 1470	Edward IV offered, as a reward, an estate of £100 a-year, or, in the option of the receiver, in ready money	....	£1,000	0	0	Fœdera, V. xi, p. 654.
	Hence ten years' purchase may be supposed the value of land during the destructive wars between the families of York and Lancaster. See above at A. D. 1376, and V. i, p. 685.					
	Spanish iron	tun	4	10	0	Charge of damages presented in court by several Spanish merchants, &c. who had been plundered of their vessels and cargoes by some English freebooters. Fœdera, V. xi, pp. 671—676.
	Spanish wine	——	4	10	0	
	Wine of Bourdeaux ('Burdeos')	——	5	0	0	
	Wine (apparently Spanish)	——	3	13	6½	
	Raisins ('uva passa')	——	4	0	0	
	Oranges	thousand	0	4	0	
	Spanish wool	sack of 1¾ cwt.	4	0	0	
	(For value of several vessels see V. i, p. 685).					
	A horse	....	2	0	0	
1471	Allowance to Margaret the widow of Henry VI	per week	3	6	8	Fœdera, V. xi, p. 713.
	—— to the duke of Exeter, a prisoner in the Tower	——	0	6	8	
	—— to his principal keeper	——	0	2	0	
	—— to a chaplain and two others, each	——	0	1	8	
	—— to the duke's cook, page, and valet, and the servants of the keepers, each	——	0	1	4	
	the weekly expense of the whole being	——	1	1	8	
1474	Prices of sundry articles in Scotland. *French black cloth for a syde (long) gown to James III king of Scotland*	ell	2	2	0	Account of the treasurer of Scotland, copied from the MS. in Maitland's History of Scotland, p. 322. It is also in Borthwick's Remarks on British antiquities, and in Gibson's History of Glasgow.
	Holland cloth for his shirts	——	0	13	4	
	and 12*s*	*and*	0	10	0	
	A pair of spurs for him	....	0	4	0	
	Ribands	ell	0	0	3	
	and	——	0	0	8	
	A bonnet for the king	....	0	15	0	
	Hats for him 10*s*	*and*	0	12	0	
	Grey cloth for his cloak, and for gowns to the queen's ladies	ell	0	10	0	
	Satin	——	1	10	0	
	Gloves for the queen	pair	0	0	6	
	Black cloth for a cloak to the queen	ell	1	16	0	
	Scottish black for lining the cloak	....	0	5	0	
	Black cloth for her hose	....	2	0	0	
	Stove-grates ('chymnas') for the king's and queen's closets, each	....	0	18	0	
	Tartan to line the queen's collars	ell	0	16	0	
	Tartan for the prince's cradle	——	0	10	0	
	Blue tartan to line the prince's gown of cloth of gold	——	1	0	0	
	A mass book for the queen	....	10	13	4	
	Broad cloth (apparently linen) for the prince's sheets and shirts	ell	0	4	0	

A. D. 1474	Prices of sundry articles in Scotland. *English russet for a gown to the prince's nurse*	ell	£1	4	0	Account of the treasurer of Scotland, copied from the MS. in Maitland's History of Scotland, p. 322. It is also in Borthwick's Remarks on British antiquities, and in Gibson's History of Glasgow.
	Scarlet cloth	——	2	10	0	
	Vellous (seemingly velvet) for the queen's gown, and for sleeves and collars to those of her ladies	....	2	15	0	
	Crimson vellous	——	4	0	0	
	Crimson satin for a kirtell to the queen	——	3	10	0	
	Linen for sheets to the prince's nurse	——	0	0	$10\frac{1}{3}$	
	Eastland boards at Leith *	dozen	0	15	0	
	Portion of Cicily daughter of Edward IV, contracted to James prince of Scotland, both being infants, 20,000 marks. to be paid in 17 years, and to be carried to Edinburgh at the expense of England †.	....	13,333	6	8	Fœdera, Vol. xi, pp. 825, 836.
1475	Oats	quarter	0	1	10	Computus (P. C.) ap. Fleetwood, p. 112.
	Hay	load	0	6	8	
	Pay of an army raised for an invasion of France. Dukes, earls, knights, men at arms, archers, &c. continued the same as in 1347 and 1415.					Fœdera, V. xi, p. 844.
	Provider and carriages	per day	0	1	0	
	Chariotmen	——	0	0	8	
	Carters, ditchers, &c.	——	0	0	6	
	King's almoner in the army	——	0	2	0	
	—— secretary in the army	——	0	2	0	
	—— first physician	——	0	2	0	
	and for two servants, each	——	0	0	6	
	—— other physician, who was also a surgeon	——	0	1	6	
	who is allowed for one assistant surgeon	——	0	0	6	
	—— other surgeons, each	——	0	1	0	
	—— inferior surgeons, each	——	0	0	6	
	Doctor of laws in the army	——	0	2	0	
	and for his notary public	——	0	1	0	
	and his other attendants, each	——	0	0	6	
	Dean of the king's chapel	——	0	2	0	
	Clerk of his chapel	——	0	1	2	
	Five boys in the chapel and a valet, each	——	0	0	6	
1481	*A spearman in the Scottish army*	per day	0	2	6	Acts, Jac. III, f 67 b.
	A bowman in ditto	——	0	2	0	
1482	Draught horses, for 220	....	100	0	0	Fœdera, V. xii, p. 158.
1483	A proclamation of Richard III offers several rewards, to be paid in money or in lands valued at ten years' purchase, as in 1470.	....	..	..	..	Fœdera, V. xii, p. 204.
	Scarlet cloth	yard	0	8	0	to £0 10 0
	Ingrain cloth	——	0	10	0	to 0 13 0
	Cloth of other colours	——	0	2	2	to 0 6 0
	Velvet	——	0	9	4	to 1 6 0
	Hosen	pair	0	4	0	
	Shoes of Spanish leather	——	0	0	8	
	Shoes of black leather	——	0	0	6	Archæologia, V. i, p. 366.

* It is very probable that all these goods, being for the royal family, may have been charged above the customary prices.

† The marriage never was accomplished, and apparently it never was seriously intended.

A. D. 1485	Salary of the earl of Oxford as keeper of the lions, &c. in the Tower	per day	£0	1	0	Fœdera, V. xii, p. 276.
	and for each beast	———	0	0	6	
	his salary as constable of the Tower	per ann.	100	0	0	MS. in bib. Thom. Astle arm.—Henry's Hist. V. xii, p. 454.
1486	Wheat	quarter	1	4	0	Fabyan.
	Bay salt	———	1	4	0	
	Salary of Bernard Andree, (a blind man) the king's poet laureat, 10 marks	per ann.	6	13	4	Fœdera, V. xii, pp. 317, 643.
1489	Oats	quarter	0	2	0	MS. qu. by Fleetwood.
	Broad cloth, the finest scarlet, or other ingrained colours, not to exceed	yard	0	16	0	Acts 4 Hen. VII, cc. 8, 9.
	—— plain colours, not to exceed	———	0	11	0	
	Hats, the best not to exceed	....	0	1	8	
	Caps, the best not to exceed	....	0	2	8	
	A wether (on the east coast of Scotland.)	....	0	3	0	Lib. Aberbroth. major, qu. in Andersoni Diplom. Præf. p. 82.
	A fatted ox (on the east coast of Scotland.)	....	0	15	0	
	Salted keelings ‡ (on the east coast of Scotland.)	hundred	3	0	0	
	Haddocks and speldings ‡ (on the east coast of Scotland.)	———	0	1	4	
	Vinegar (on the east coast of Scotland.)	Sc. pint	0	0	8	
	Honey (on the east coast of Scotland.)	———	0	1	6	
	A hog (on the east coast of Scotland.)	....	0	8	4	
1491	Wheat	quarter	0	14	8	Fabyan.
	Portion of Katharine daughter of the king of Castile, contracted to Arthur prince of Wales, son of King Henry VII, 200,000 crowns at 4/2 sterling each	....	41,666	13	4	Fœdera, V. xii, p. 461.
1492	Pay of the army. Man at arms for himself, his custrel (servant), and his page	per day	0	1	6	Fœdera, V. xii, p. 478.
	Pay of the army. Demi-lance	———	0	0	9	
	Pay of the army. Archer on foot or on horseback	———	0	0	6	
	Pay of the army. Archer with an allowance for every 20 miles from their own homes to the place of muster	....	0	0	6	
1493	Oats	quarter	0	2	0	MS. qu. by Fleetwood.
	Beans	———	0	3	4	
1494	*A cow* in the Highlands	....	12	0	0	Verdict for Lord Lovat against Doual Macgillicallim for cattle plundered, qu. in Douglas's Peerage, p. 429.
	A horse in the Highlands	....	26	8	0	
	A sheep in the Highlands	....	2	0	0	
	Wheat	quarter	0	4	0	Fabyan.
	Bay salt	———	0	4	0	
1495	Wheat	———	0	3	4	
	White herrings	barrel	0	3	4	
	Stipulated allowance to Anne daughter of King Edward IV. when married to Thomas Howard, heir of the earl of Surrey, for her diet	weekly	1	0	0	Madox, Formul. Angl. p. 109.
	and for her two gentlewomen, a girl, a gentleman, a yeoman and three grooms, altogether	per ann.	51	11	8	
	and for support of 7 horses	———	16	9	4	

‡‡ So *afelli majores* and *afelli minores* are translated by Ruddiman, the learned author of the preface to the Diplomata.

A.D. 1495	*Best Wheat* } *Second wheat* } *in Scotland*	boll	£0	6	8	Council register, qu. in Arnot's Hist. of Edinburgh, p. 94.
			0	6	0	
1497	Oats	quarter	0	2	0	MS. qu. by Fleetwood.
1498	Hay	load	0	8	2	
	and	——	0	10	0	Stow's Annales.
	and	——	0	12	0	
	whereas the usual price was	——	0	5	0	
	Salary of the king's string minstrel	month	0	15	0	MS. qu. in Henry's Hist. V. xii, p. 467.
	—— of the prince's organist	quarter	0	10	0	
	Leather gloves for the king	dozen	0	4	0	
1499	Wine of Gascoigne	tun	2	0	0	Stow's Annales.
	Wheat	quarter	0	4	0	
	Bay salt	——	0	2	8	
1500	A feather bed and bolster	....	1	0	0	Appraised inventory of the property of Thomas Kebeel, in Gent. Mag. 1768, p. 257.
	A pair of blankets	....	0	2	0	
	A pair of flaxen sheets, 21 yards	....	0	10	6	
	Two carpets	....	0	10	0	
	Tapestry for hangings	yard	0	1	0	
	Black double satin	——	0	8	0	
	Tawny satin	——	0	6	0	
	Black stamyn	——	0	2	0	
	Arras for an altar-cloth	——	1	6	8	
	Velvet	——	0	12	0	
	Ludovicus de Vita Christi, a printed book	....	0	10	0	
	Wheat	quarter	0	3	4	
	Malt	——	0	3	4	
	Peas	——	0	2	0	
	Barley, growing	acre	0	1	6	
	Timber, hewn	load	0	4	0	
	Lead	fodder	0	5	4	
	A plough with harness	....	0	3	4	
	A wether unclipped	....	0	1	8	
	A ewe unclipped	....	0	1	1	
	A lamb	....	0	0	6	
	Wethers, young and old	C. of 6 score	9	0	0	
	A hog (sheep) shorn	....	0	1	0	
	Wool	fleece	0	0	4	
	A bullock	....	0	7	0	
	An ox	....	0	11	8	
	A cow	....	0	8	0	
	Steers and heifers, 53, average price	....	0	9	0	
	A trotting gelding	....	1	0	0	
	A great trotting gelding	....	10	0	0	
	An ambling hobby	....	1	6	8	
	A swan	....	0	3	4	
	A crane	....	0	2	6	
	A goose*	....	0	1	8	
1502	Portion of Margaret, oldest daughter of King Henry VII, contracted to James IV king of Scotland, 30,000 nobles to be paid in three years after the marriage, and to be carried to Scotland at the expense of England.	.....	10,000	0	0	Fœdera, V. xii, p. 790.

* This inventory much resembles a modern auctioneer's atalogue with prices. Many of the articles are underated, as worn out; but those I have selected seem to have een in good condition, and valued at full price. The only apartments mentioned are the parlour, a chamber over the parlour, each having a bed, the kitchen, and the chapel, besides the barn and the granary.

A.D. 1502	*King James was to allow her, besides the expense of her household, wardrobe, &c. for her privy purse*	per ann.	£1,000	0	0	Sc. money	Fœdera, V. xii, pp. 789, 790.
	Her jointure £2,000 English, * *or*	....	6,000	0	0		
1505	For the inthronization feast of William Warham, archbishop of Canterbury.						
	Wheat, 54 quarters	quarter	5	8	0		
	Red wine, 6 tuns	tun	4	0	0		
	Claret wine, 4 tuns	———	3	13	4		
	Choise White wine, 1 tun .	———	3	6	8		
	White wine for the kitchen .	———	3	0	0		
	Malvesey, 1 butt	butt	4	0	0		
	Ossey, 1 pipe.	pipe	3	0	0		
	Rhenish, 2 almes	alme	1	6	8		
	Ale of London, 4 tuns . . .	tun	1	10	0		
	Ale of Canterbury, 6 tuns . .	———	1	5	0		
	Beer, 20 tuns	———	1	3	4		
	Spiceries, &c. total	....	33	0	0		
	Ling, 3 hundred	hundred	3	0	0		
	Cod, 6 hundred	———	1	6	8		
	Salmon, salted, 7 barrels . .	barrel	1	8	0		
	Salmon, fresh, 40	each	0	7	0		
	Herrings, white, 14 barrels .	barrel	0	8	0		
	Herrings, red, 20 cades . .	cade	0	4	8		
	Sturgeon, salted, 5 barrels . .	barrel	1	10	0		
	Eels, salted, 2 barrels . . .	———	2	6	8		
	Eels, fresh, 6 hundred . . .	hundred	2	0	0		
	Wilks, 8 thousand	thousand	0	5	0		
	Pikes, 5 hundred	hundred	5	0	0		
	Tench, 4 hundred	———	3	6	8		Lelandi Collectanea, V. vi, p. 30.
	Carp, 100	each	0	1	4		
	Bream, 7 hundred	hundred	2	0	0		
	Lampreys, salted, 2 barrels .	barrel	2	0	0		
	Lampreys, fresh, 80 . . .	each	0	1	10		
	Lamprons, fresh, 14 hundred total	....	2	12	0		
	Congers, salted, 124	each	0	3	0		
	Roaches, 2 hundred large ones	hundred	3	4	0		
	Seals and porpuses, total . .	....	1	6	8		
	Puffins, 6 dozen	dozen	0	4	0		
	Salt, 3 quarters	quarter	0	10	0		
	Rape oil, 2 barrels	barrel	1	16	8		
	Olive oil, 5 gallons	gallon	0	2	0		
	Honey, 1 barrel	barrel	2	3	0		
	Mustard, total	....	0	13	4		
	Vinegar, 1 hogshead . . .	hogshead	0	8	0		
	Verjuice, 1 pipe	pipe	0	16	0		
	Coals, 200 quarters	quarter	0	0	6		
	The whole expense of the feast, including candles, dishes, cooks, heralds, painters, &c. amounted to besides compositions, carriage, and payment for vessels lost, &c.	....	513	3	0		

* In 1281, when silver was much more valuable than in 1502, Alexander III, king of Scotland, gave with his daughter to the king of Norway the value of 9,333⅓ pounds of ſtandard ſilver, one half in real money, and for the other half an annuity in lands valued at ten years' purchaſe, and the ſtipulated jointure was to be *ten per cent* of her portion. Henry, when it was incomparatively more neceſſary for him to conciliate the good will of his ſon-in-law, gives only 5,714 pounds 3⅖ ounce ſof ſilver of the ſame ſtandard, and ſtipulates for his daughter a jointure of *twenty per cent*, beſides an allowance for her privy purſe. But the chief excellency of that *wiſe* king was a dexterity in making ſcrewing bargains, of which his contracts in 1506 and 1507 for his own marriage with the ſiſter of the king of Spain, and a marriage of his daughter with that king's ſon, (afterwards the emperor Charles V) though never accompliſhed, are ſome of the innumerable inſtances that might be adduced. [*See Fœdera, V.* xiii, *pp.* 126, 271]

A.D. 1505	Alum, which used to sell	cwt.	£0	6	0	Stow's Annales.
	now	——	1	13	4	
	and even rose to	——	2	13	4	
	Hay	load	0	6	0	Fleetwood, p. 115.
	Oats	quarter	0	3	0	
1506	Beans	——	0	3	8	
1507	Oats	——	0	2	0	
	Beans	——	0	3	6	
	Red wine	hogshead	1	6	8	
	A sheep at Aberdeen	....	0	2	8	Record qu. in Sinclair's Statistical account of Scotland, V. ii, p. 538.
1508	Oats	quarter	0	1	10	Fleetwood, p. 115.
At Leicester	Ale	dozen	0	1	8	Bibliotheca topographica Britannica, N°. LI, p. 729.
	A fat wether	....	0	2	4	
	A lamb	....	0	1	0	
	A pig	....	0	0	5	
	A gosling	....	0	0	4	
	A capon	....	0	0	4	
	Chickens, thirty for	....	0	1	11	
	Cream	gallon	0	0	4	
	Milk	——	0	0	1	
	Honey	——	0	0	8	
	Charcoal	quarter	0	5	0	
	Malt	——	0	4	0	
	Salary of the constable of the Tower	per ann.	100	0	0	MS. in the library of Thomas Astle Esq. qu. in Henry's Hist. V. xii. p. 454.
	Lieutenant of the west march towards Scotland	——	153	6	8	
	Lieutenants of the east and middle marches, each	——	114	13	4	
	Keeper of Nothingham castle	——	26	13	4	
	Cofferer of the household	——	300	0	0	
	Clerk of the great wardrobe	——	300	0	0	
	Secretary for the French language	——	40	0	0	
	Clerk of the council	——	26	13	4	
	Keeper of the wardrobe at Westminster	——	12	3	4	
	King's barber	——	13	6	8	
	Master of the king's barge	——	11	8	6½	
	and for his 20 men, each	——	1	0	0	
	Treasurer of England	——	365	0	0	
	Chief baron of the exchequer	——	100	0	0	
	Baron of the exchequer	——	46	13	4	
	Chancellor of the exchequer	——	26	13	4	
	King's remembrancer	——	55	17	4	
	Treasurer's remembrancer	——	64	2	6	
	Auditors, each	——	10	0	0	
	Clerks in the exchequer	——	4	0	0	
	to	——	5	0	0	
	Expense of the king's household this year	——	12,759	9	11	
	and of his wardrobe	——	1,715	19	11	
	Total expense for ambassadors this year	....	2,000	0	0	
1510	Oats	quarter	0	2	0	Fleetwood, p. 115.
	Hay	load	0	9	0	
1511	Oats	quarter	0	2	0	
	Beans	——	0	3	4	
	Hay	load	0	5	0	

A. D. 1511 — *For a dinner given by King James IV at Edinburgh on Christmas day 1511*

Oxen, grass-fed, 6 carcases	each	£0	18 0
Pigs, 36	——	0	0 11
Geese, 85	——	0	1 0
Fed capons, 13	——	0	1 6
and 12	——	0	1 2
Capons, 88	——	0	0 8½
Wild geese, 5, *total*	....	0	13 6
Chickens, 13	——	0	0 6
Fed rabbits, 8	——	0	2 0
Rabbits from the warren, 25	——	0	1 6
Larks, 24	——	0	0 1
Quail, 1	——	0	0 4
Plovers, 9, *and snipes*, 8, *total*	.....	0	5 8
Apples, 340, *total*	.....	0	7 0
Milk, 7 *gallons* 1 *quart, for*	....	0	9 6
Lamb 1	each	0	10 0
Ox-feet, 508 *for jellies in the king's, the queen's, and the family's, kitchens, total*	....	2	7 5
Sheeps feet, 1,500, *total*	.....	1	17 6
Cocks, 36, *total*	.....	1	7 0
Boars, 3, *at* 45*s*, 28*s*, 40*s*	.....	5	13 0
Hams, 6	each	0	1 2

Compt of the King's household by the bishop of Catness, in the Register office, published in Arnot's Hist. of Edinburgh, p. 98.

1512 *Cost of the ship Great Michael built by King James IV, without her artillery and furniture* * .... 30,000 0 0 — Pitscottie's Hist. p. 167, ed. 1778.

She carried thirty-five cannon, besides smaller guns.

For a dinner given by King James IV on Easter day 1512

		from			to		
Hogs, 64	each	0	7	8	£0	9	0
Boars, 4	——	1	6	8	1	16	0
Pigs, 26	——	0	1	0			
Mutton, carcases, 35	——	0	4	0	0	6	0
Lambs, 36	——	0	1	8	0	10	0
Oxen, stall-fed with the hides, 4	——	3	10	0			
—— *grass-fed*	——	1	0	1½			
Calves, 17	——	0	2	0	0	8	0
Kids, 78	——	0	1	4	0	1	5
Hares ('*Leprones*') 9	——	0	0	6	0	1	0
Crane, 1	——	0	12	0			
Moorfowls ('*aves morales*') 132	——	0	0	6			
Black cocks, 24	——	0	0	10			
Fed capons, 26	——	0	1	5¼			
Chickens, 51	——	0	0	4			
Cocks, 8 *for jellies*	——	0	0	4½			
Ox feet, 108, *total*	....	0	17	1			
Sheep feet, 88	....	0	2	11			
Calves feet, 40	....	0	3	0			
Onions, 18 *lb.*	lb.	0	0	3			
Eggs, 1,100, *total*	....	0	19	4			
Cheese, 10 *stone* 8 *lb*	stone	0	4	6			
Apples, 300	100	0	2	0			
Butter in July	stone	0	6	0			
Total expense of the king's household for the month of July 1512	....	532	13	7			

Compt of the king's household &c. in Arnot's Hist. of Edinburgh, p. 100.

Oats	quarter	0	2	0	Fleetwood, p. 116.
Beans	——	0	4	0	

* According to a manuscript of Pitscottie in the Harleian library, n°. 4687, the sum was £40,000.

A. D. 1512

Prices paid by the earl of Northumberland at his houses in York-shire, &c.

Wheat	quarter	£0	6	8
Wine	tun	4	13	4
Ale	gallon	0	0	2
Beer	———	0	0	0¾
Stots (bullocks) and whies (heifers) each	....	0	10	0
Muttons or sheep, each	....	0	1	5
Beef	carcase	0	8	0
Mutton	———	0	1	1
Hops	cwt.	0	13	4
White salt and Bay salt	quarter	0	4	0
Parish candles, pounds	dozen	0	1	0
Wax torches	pound	0	0	4
Wax tapers	———	0	0	8
Pepper	———	0	1	4
Mace and cloves	———	0	8	0
Ginger	———	0	4	0
Saffron	———	0	13	4
Sugar	———	0	0	4½
Malt	quarter	0	4	0
Beefs, fat	each	0	13	4
Beefs, lean to be fed	———	0	8	0
Muttons, fat and lean, average	....	0	1	8
Gascoigne wine, red, claret, white	tun	4	13	4
Porks	each	0	2	0
Veals	———	0	1	8
Lambs, 10*d* to	———	0	1	0
Stock fish	———	0	0	2½
Salt fish	———	0	0	4
Salmon, salted	———	0	0	6
White herrings	barrel	0	10	0
Red herrings	cade	0	6	4
Sprats	———	0	2	0
Sturgeon	firkin	0	10	0
Salt eels	keg	0	4	0
Figs	'coppet'	0	1	8
Great raisins	———	0	1	8
Racyns of corens	pound	0	0	2
Honey	barrel	1	2	0
Oil	gallon	0	0	11½
Vinegar	———	0	0	4
Verjuice	———	0	0	3
Linen cloth for table-cloths, towels, &c. yard wide	ell	0	0	8
Sea coal, chawder, 4*s*2 to	....	0	5	0
Oats	quarter	0	2	0
Hay, load, 1*s*1¼ to	....	0	1	3
'Mawing, making, and carryage of hey'	per acre	0	0	10
Russet cloth for gowns to poor men, given by the earl	yard	0	1	0
Capons, lean	each	0	0	2
Pigs	———	0	0	3
Geese	———	0	0	3
Chickens	———	0	0	0½
Hens	———	0	0	2
Pigeons	dozen	0	0	4
Conies	each	0	0	2
Cranes	———	0	1	4
'Hearonsewys'	———	0	1	0
Mallards	———	0	0	2
Pheasants, curlews, peacocks	———	0	1	0

Northumberland House-hold book, pp. 2-354.

A. D. 1512	In Leicester all things dear, Wheat	quarter	0	12	0	Bibl. topog. Br. n°. li.
	1513 Oats	———	0	2	4	Fleetwood.
	Stone for building, brought from Caen in Normandy, and delivered at the custom-house quay	tun	0	4	8	Stow's Survey, p. 465, ed. 1618.

Fleetwood, pp. 161 et seqq.

			in money			in clothing		
1514	Wages (with diet) of a							
	Bailif of husbandry	per ann.	1	6	8	£0	5	0
	Chief hind, carter, and shepherd	———	1	0	0	0	5	0
	Common servant of husbandry	———	0	16	8	0	4	0
	Woman servant	———	0	10	0	0	4	0
	Servant under 14 years	———	0	6	8	0	4	0
	Free mason, Master carpenter, Rough mason, Bricklayer, Tyler, Plummer, Glasier, Carver, Joiner — from Easter to Michaelmass	per day	0	0	6			
	During the rest of the year they had one penny less; and if the employers provided diet, they deducted twopence.							

			from Candlemas to Michaelmass			From Michaelmass to Candlemas		
	Master ship-carpenter	per day	0	0	7	0	0	6
	Hewer	———	0	0	6	0	0	5
	Able clincher	———	0	0	5	0	0	4½
	Holder	———	0	0	4	0	0	3
	Master caulker	———	0	0	6	0	0	5
	Inferior caulker	———	0	0	5	0	0	4½
	These also deducted 2*d* for diet.							
	Mower	———	0	0	6			
	Reaper and carter — in harvest time	———	0	0	5			
	Other labourers and women — in harvest time	———	0	0	4½			

1515	Beans	quarter	0	4	2	Fleetwood, p. 116.
1521	*Wheat (a great dearth)	———	1	0	0	Stow's Annales.
1523	Salary of the keeper of the privy seal	per day	1	0	0	Fœdera, V. xiv, p. i, and p. 571 for A. D. 1536.
1525	Oats	quarter	0	3	4	Reg. of royal household, p. 201.
1526	Oats	———	0	3	0	Fleetwood, p. 116.
	Beans	———	0	4	2	
1527	Wheat till the merchants of the Steelyard reduced it by an importation of wheat and rye from Dantzik	———	0	15	0	Stow's Annales.
1530	† Oats	———	0	4	0	Fleetwood, p. 116.
	Beans	———	0	5	4	
	Moderate salary for a clergyman	per ann.	6	13	4	Hall's Chron. p. 201.
	Ample salary for a clergyman — no one, who had so much, being allowed to hold pluralities.	———	8	0	0	Act, 21 Hen. VIII, c 13.
	A herd boy in Scotland, with a shirt, a pair of shoes, [diet,] &c.	per ann.	0	3	0	Knox's Hist. of the reform. p. 18, ed. 1731.

* For some prices of cattle &c. in Scotland about 1520 in French money, see Majoris Hist. p. 26, ed. 1740.

† In *Fœdera*, *V.* xiv, *p.* 375 there is an inventory of several articles of Wolsey's property, seized by the king and now restored to him, with their estimated value: but as such estimates seldom state the real value, I have omitted them.

A. D. 1531	A hen of gress, large and fat	....	0	0	7	Regulations of the royal household, p. 220.
	A capon of gress	....	0	1	10	
	A house rabbit	....	0	0	3	
	A rabbit from the warren	....	0	0	2½	
	Eggs, per hundred 1/2 to	....	0	1	8	
	Butter, sweet	pound	0	0	3	
	Articles for the feaſt of the ſerjeants at law in Ely houſe, Holburn: Beef, large	carcase	1	6	8	Stow's Survey of London, p. 728, ed. 1618.
	Mutton, fat	———	0	2	10	
	Veal, large	———	0	4	8	
	Pork	———	0	3	8	
	Pigs	———	0	0	6	
	Capons of Grece	each	0	1	8	
	Capons of Kent	——	0	1	0	
	Capons, course	——	0	0	6	
	Cocks of groſe	——	0	0	8	
	Cocks, course	——	0	0	3	
	Pullets	——	0	0	2	
	and	——	0	0	2½	
	Pigeons	dozen	0	0	10	
	Larks	——	0	0	5	
	An ox .... at *Aberdeen*	....	1	10	0	Records qu. in Sinclair's Statistical account of Scotland, V. ii, p. 538.
	Oat meal .. at *Aberdeen*	boll	0	10	0	
	Tallow ... at *Aberdeen*	ſtone	0	6	0	
1532	Oats	quarter	0	2	8¼	Fleetwood, p. 116.
	Beans	———	0	5	4	
	French wine not to exceed	gallon	0	0	8	Act 23 Hen. VIII, c. 7.
	Malmſey, ſack, and ſweet wines	———	0	1	0	
	Wages of the king's runner or poſt, a Piedmontese	per ann.	12	3	4	Fœdera, V. xiv, p. 433.
	*Salary * of the preſident of the court of ſeſſion in Scotland*	———	175	0	0	Ruddimanni Præf. ad Diplom. Scotiæ, p. 82.
	——— *of the other fourteen judges, each*	———	87	10	0	
1533	Knit hoſe for Sir T. L'Eſtrange	pair	0	2	0	Lady L'Eſtrange's household book, in Gentleman's Mag. 1782, p. 229.
	Ditto for his children	———	0	0	6	
	'It was this yeere enacted, 'that butchers ſhould ſell their 'beefe and mutton by weight.					Stow's Annales, p. 957; London, p. 356, ed. 1618.
	Beefe	lb.	0	0	0½	
	Mutton	—	0	0	0¾	
	'which being deviſed for the great 'commodity of the realme (as it 'was thought) hath prooved farre 'otherwiſe, for at that time					
	'Fat oxen were ſold	each	1	6	8	
	'Fat wethers	——	0	3	4	
	'Fat calves	——	0	3	4	
	'A fat lamb	——	0	1	0	
	Piece of beef weighing 2½ or 3 lb.	——	0	0	1	
	13, and even 14, of ſuch pieces	——	0	1	0	
	Mutton	quarter	0	0	8	
	Beef, at the higheſt	cwt.	0	4	8	
about the ſame time	Milk, genuine from the cow, 3 ale pints in ſummer, or 2 ale pints in winter, at Goodman's fields near the Tower of London	....	0	0	0½	Stow's Survey, p. 224, ed. 1618.
1535	Oats	quarter	0	2	8	

* By the pope's bull the king was empowered to add £200 ſterling a year to the ſalary of the whole judges out of the eccleſiaſtical benefices, which ſhould fall vacant.

A. D. 1535	Pension allowed to a nun on the suppression of the house or hospital of 'Seynt James in the fylde', now the palace of St. James's	per ann.	£6	13	4	Fœdera, V. xiv, p. 563.
1536	Keeper of the privy seal	per day	1	0	0	Fœdera, V. xiv, p. 571.
1537	Apothecary to Princess Mary	———	26	13	4	Fœdera, V. xiv, pp. 578, 584.
	Physician to the same princess	———	66	13	4	
	Chief organist to the king	———	20	0	0	
	Oats	quarter	0	3	4	
	Beans	———	0	6	0	
	Crown lands to be sold by order of Henry VIII, not under twenty years' purchase, and in lots not exceeding the value of £50 per ann.					Fœdera, V. xiv, p. 654.
	Houses in towns, and cottages without land, to be sold, not under fifteen years' purchase.					
	French wines not to be above	gallon	0	0	8	Act 28 Hen. VIII, c. 14.
	Malmsey, Romney, Sack, and other sweet wines, not above	———	0	1	0	
1540	First musician to the king	per ann.	50	0	0	Fœdera, V. xiv, pp. 657, 703, 704, 705.
	Two others	per day	0	2	4	
	Two others	———	0	1	8	
	Two others	per ann.	38	0	0	
	Hebrew lecturer at Cambridge	———	40	0	0	
1543	Oats	quarter	0	3	4	Fleetwood.
	*Beans	———	0	6	8	
1544	† Salary of John of Padua, the king's architect	per day	0	2	0	Fœdera, V. xv, pp. 34, 189.
1546	Legacy of Henry VIII to his daughters Mary and Elizabeth, on their marriages with foreign princes, each	....	10,000	0	0	Fœdera, V. xv, p. 116.
	and to live on, each	....	3,000	0	0	
	Reginald Wolf, the king's printer	per ann.	1	6	8	Fœdera, V. xv, p. 150.
1547	Physicians to King Edward VI each	———	100	0	0	Fœdera, V. xv, pp. 143, 148, 157.
	Great admiral of England, Ireland, Wales, Calais, Boulogne, &c. &c.	....	133	6	8	
	Malmsey wine	pint	0	0	1½	Stow's Survey, p. 441.
	Income of the poorest churches in York on which the incumbents could scarcely subsist.	———	1	6	8	Act 1 Edw. VI, c. 9.
	Several of the poor churches were therefor united, so as to produce to the incumbents livings not to exceed	———	20	0	0	
1548	Expense of post horses	per mile	0	0	1	Act 1 & 2 Edw. VI, c. 3.
	Pension to Sebastian Cabot, the discoverer of North America	per ann.	166	13	4	Fœdera, V. xv, p. 181.
1549	Latin secretary to the king	———	26	13	4	Fœdera, V. xv, p. 200.
1551	‡ Wheat	quarter	0	8	0	Fleetwood.
	Malt	———	0	5	1	
	Oats ‖	———	0	8	0	
	Straw	load	0	5	0	
	Coal §	———	0	12	0	

In *Fœdera*, *V.* xvi, *p.* 796 there are the ranſoms of a number of Scottiſh noblemen and gentlemen, who became priſoners at Solway moſs.

† In Fœdera, V. xv. p. 35 there is an eſtimate of ſeveral articles of rich dreſs, &c. which, being now ſcarcely intelligible, I have omitted.

‡ Theſe prices, I preſume, muſt have been at the end of the year. They are much too low for the beginning of it. See the table of money.

‖ The price of oats here muſt be underſtood as the contract converſion price of ſeveral ſpecies of grains taken at an average.

§ Fleetwood ſays this muſt be charcoal, ſea-coal not having been in common uſe 150 years, at leaſt in London.

A. D. 1551	*Prices regulated by the Scottish parliament, which none durst exceed.*	*Wine of Bourdeaux imported by the east sea*	tun	£20	0	0	in retail * Sc. pint £0	0	10	Acts, Mary, parl. V, cc. 11, 12.
		Wine of Rochelle imported by the east sea	——	16	0	0	——	0	0	8
		Wine of Bourdeaux imported by the west sea	——	16	0	0	——	0	0	8
		Wine of Rochelle imported by the west sea	——	13	0	0	——	0	0	6
		A crane	....	0	5	0				
		A swan	....	0	5	0				
		A goose	....	0	1	4				
		A wild goose of the great kind	....	0	2	0				
		A plover	....	0	0	4				
		A small moor fowl	....	0	0	4				
		Black cock, and grey hen, each	....	0	0	6				
		Powts	dozen	0	1	0				
		A quhaip (curlew)	....	0	0	6				
		A rabbit till Shrove Tuesday	....	0	2	0				
		and afterwards	....	0	1	0				
		A lapron	....	0	2	0				
		A wood-cock	....	0	0	4				
		Larks, and other small birds	dozen	0	0	4				
		A snipe	....	0	0	2				
		A quail	....	0	0	2				
		A capon	....	0	1	0				
		A hen	....	0	0	8				
		A chicken	....	0	0	4				
		A pig	....	0	1	6				
1552	Assise of ale and beer by authority of the lord mayor, &c. of London. when malt is at 4*s* per quarter		gallon	0	0	1	MS. in Mus. Brit. Cat. Aysc. N°. 2177, f. 4.			
	—— 8*s* ——		——	0	0	2				
	—— 12*s* ——		——	0	0	3				
	Barley		quarter	0	5	0	Fleetwood.			
	Mutton, the best	*in Edinburgh*	carcase	0	10	0	Council reg. qu. in Arnot's Hist. of Edinburgh, p. 96.			
	Oats		boll	0	13	4				
	Hay		stone	0	0	6				
	Tallow candles		lb.	0	0	9				
1553	*Butter*		stone	0	8	0				
	Cheese		——	0	4	0				
	Eggs		dozen	0	0	4				
	Malt		quarter	0	5	0	Fleetwood, p. 118.			
	Wheat		——	0	8	0				
	Wine		tun	5	0	0				
	Muscadel		quart	0	0	6				
	Malvesey		——	0	0	5				
	Red wine		——	0	0	3				
	Physician	to Queen Mary	per ann.	100	0	0	Fœdera, V. xv, pp. 341, 351, 359, 433.			
	Librarian		——	13	6	8				
	Apothecary		——	26	13	4				
	Painter		——	10	0	0				
1554	Wheat		quarter	0	8	0	Fleetwood, p. 119.			
	Rye		——	0	6	8				
	Malt		——	0	5	0				

But coal was certainly carried from Newcaſtle as early as A. D. 1379, as appears by Fœdera, V. vii, p. 220—and it is certain that coals were uſed in Scotland in the year 1291. [Accounts of the chamberlain of Scotland by Mr. Davidſon, Append. N°. 1.

* The retailers or vintners of Perth poſſeſſed a privilege of ſelling their wine one penny a pint higher than thoſe of other places.

A. D. 1554	Wheat might be exported, if not above	quarter	£0	6	8	Act 1, 2 Phil. et Mar. c. 5.
	Rye . . . . . if not above	———	0	4	0	
	Barley . . . . . if not above	———	0	3	0	
1555	Wheat	———	0	8	0	Fleetwood, p. 119.
	Rye (seemingly erroneous) . . .	———	0	16	0	
	Malt	———	0	5	0	
	Assise of bread at Edinburgh					
	when wheat is at 26/8 per boll, the four-penny loaf must weigh					28 oz.
	30/					24
	36/8					20
	46/8					16
	53/4					14 *
1556	Wheat	quarter	0	8	0	Fleetwood.
	Malt	———	0	5	0	
	Beans	———	0	6	8	
	Serjeant painter to the queen . .	per ann.	10	0	0	Fœdera, V. xv, p. 433.
1557	Wheat	quarter	2	13	4	Stow's Annales.
before harvest	Malt	———	2	4	0	
	Beans and rye	———	2	0	0	
	Peas	———	2	6	8	
	A wheaten loaf of 11 oz.	———	0	0	1	
after harvest	Wheat	———	0	5	0	
	Malt.	———	0	6	8	
	Rye	———	0	3	4	
	A wheaten loaf of 56 oz. . . .	....	0	0	1	
	Wheat	———	0	4	0	
	Malt	———	0	4	8	
	Rye	———	0	2	8	
	Candles	lb.	0	0	4	
	Wages for threshing wheat per quarter	....	0	1	1	Fleetwood.
	rye	....	0	0	10	
	barley	....	0	0	5	
1558 early in the year	Wheat	quarter	0	14	0	Stow's Annales.
	Wood	1,000 billets for	0	14	0	
	Coals	sack	0	10	0	
1559	Double beer	kilderkin	0	2	4	Queen Elizabeth's Progresses, p. * 45.
	Double ale	———	0	4	6	
	Rabbits	dozen	0	4	0	
	Chickens	———	0	6	0	
	Eggs	hundred	0	7	0	
	Cloves and mace	ounce	0	0	7	
	Pepper	——	0	0	2	
	Coals	sack	0	1	0	
	Sarcenet for scarfs	ell	0	3	4	
	Pay of the queen's bowstring-maker	per day	0	1	4	Fœdera, V. xv, p. 548.
1560	Wheat	quarter	0	8	0	Fleetwood.
	Rye	———	0	8	0	
	Barley	———	0	5	2	
	Oats	———	0	5	0	
	Hay, old	load	0	12	6	
	Hay (supposed new)	——	0	6	8	
	Ale	Sc. pint	0	0	4	Regulation of the magistrates qu. in Gibson's Hist. of Glasg. p. 82.
	Loaf of 32 ounces (*at Glasgow not to exceed*)	....	0	0	4	
	Tallow	stone	0	8	0	
	Candles	lb.	0	0	6	
	Corn for horses .	peck	0	0	8	

* Council reg. qu. in Arnot's Hist. of Edinb. p. 96. Several other rates are noted; but these may suffice as a specimen.

A. D. 1561	*Salary* of the ministers of the reformed church of Scotland, from*	per ann.	£66	13	4	Knox's Hist. of the reform. p. 352, ed. 1731.
	to	———	200	0	0	
	The superintendents, who came in place of the bishops, had more.					
	Wheat	quarter	£0	8	0	Fleetwood.
	Rye	———	0	8	0	
	Malt	———	0	5	0	
	Oats	———	0	5	0	
	Candles	pound	0	0	3	Archæolog. V. i, p. 15.
	Bible for the church	....	0	10	0	Archæolog. V. i, p. 16.
1562	Wheat	quarter	0	8†	0	Fleetwood.
	Barley	———	0	5	0	
	Hay	load	0	13	4	
	Straw	———	0	6	0	
	Claret wine	hogshead	2	10	0	
1563	Rye	quarter	0	13	4	
	Oats	———	0	5	0	
	Compensation regulated by the ambassadors of England and Scotland to be made for depredations upon the borders. N. B. The money is English. An ox above four years old	....	2	0	0	Fœdera, V. xv, p. 635.
	—— under four and above two . . .	....	1	10	0	
	A cow above four . .	....	1	10	0	
	—— under four and and above two .	....	1	0	0	
	Such beast under two years	....	0	10	0	
	Sheep, full grown . .	....	0	6	0	
	Hogs (young sheep) .	....	0	3	0	
	A sow above one year old	....	0	6	0	
	A younger one . . .	....	0	2	0	
	A goat above one year old	....	0	5	0	
	A young goat . . .	....	0	2	0	
	Conversion prices of the rents in kind due from the church lands in Scotland. *An ox in the shires of Aberdeen and Elgin* . . .	....	1	0	0	Valuation of the rents of the church lands in Scotland, MS. Bibl. Harl. N°. 4613 ‡.
	An ox in Argyle	....	0	10	0	
	Mutton in Aberdeen-shire . .	....	0	10	0	
	——— *in Moray.*	....	0	4	0	
	Wether in Moray	....	0	13	4	
	Lamb in Moray	....	0	1	2	
	Rabbit in Orkney	....	0	0	2	
	Swine in Moray	....	0	13	4	
	Goose in Fife	....	0	1	0	
	—— *in Moray*	....	0	0	8	
	Capon in Fife, 8d to . . .	....	0	1	6	
	——— *in Moray*	....	0	0	6	
	Poultry in Fife, 4d to . . .	....	0	1	0	
	——— *in Aberdeen-shire* . .	....	0	0	6	
	Salmon at Aberdeen and elsewhere	barrel	4	0	0	

* According to the book of Assignations, several ministers in Moray had smaller salaries than the *minimum* stated by Knox. [*Shaw's Hist. of Moray, p.* 417] See also Arnot's Hist. of Edinburgh, p. 96.

† This price, which occurs so frequently for wheat, was the conversion price agreed upon by the landlord and tenant, as Fleetwood observes, after the year 1563. When we find rye and oats also at the same price, it must be understood, that in the leases of some farms various grains were by agreement averaged at one price, which, I actually find, was a general practice.

‡ The valuation was probably made between the years 1561 and 1563. But this transcript contains the names of lessees of later and discordant dates; e. g. in sheet 59, p. 1, the earl of Moray is mentioned as regent, who was in that office from 1567 to 1570; and sheet 97, p. 2, mentions William Scot as director of the chancery, who did not enter upon that office till 1592. [*Scot's Staggering State, p.* 161] It is proper to observe that conversion prices were generally lower than the real market prices.

A.D. 1563	*Conversion prices of the rents in kind due from the church lands in Scotland.*	*Wheat in Fife*	boll	£0	13	4	Valuation of the rents of the church lands in Scotland, MS. Bibl. Harl. N°. 4613.
		and	——	0	12	0	
		Bear or barley in Fife	——	0	10	0	
		—— *in Aberdeen-shire*	——	0	8	0	
		—— *in Moray*	——	0	6	8	
		Oats in Fife	——	0	6	8	
		—— *in Aberdeen-shire*	——	0	4	0	
		Oats with fodder in Moray	——	0	4	0	
		Meal [of oats] in Argyle	——	0	6	8	
		Salt made at Pittenweem	chalder	3	6	0	
		Cheese in Argyle	lb.	0	1	0	
		Lime in Argyle	boll	0	1	0	
		Coals in Argyle	——	0	1	0	
		Rent of arable land near Dundee	acre	1	1	0	
		—— *near St. Andrews*	——	0	8	0	
		Rent of hill land near Dundee	——	0	3	0	
		Pay of a reaper in Fife	per day	0	0	6	
		But some of the clergy were not so favourable to their tenants in their compositions. The bishop of Moray received for his					
		Wheat	boll	2	0	0	Shaw's Hist. of Moray, p. 287.
		Bear	——	1	13	4	
		Meal	——	1	13	4	
		Malt	——	2	0	0	
		Oats	——	0	10	0	
		Mutton	....	0	9	0	
		Goose	....	0	1	0	
		Pork	....	1	0	0	
	High prices at Glasgow.	*'There was a grit dearth approaching to a famine.'*					Gibson's Hist. of Glasgow, p. 83.
		Wheat	boll	6	0	0	
		Bear	——	4	6	8	
		Meal	——	2	13	4	
		Oats	——	2	10	0	
		An ox fit to work in the plough	....	13	6	8	
		A wether	....	1	10	0	
		every thing being more than triple the usual prices.					
		Salary of a lecturer on civil law	per ann.	40	0	0	Fœdera, V. xv, pp. 629, 639, 659.
1564		—— a lecturer on medicine	——	40	0	0	
1566		—— of the principal surgeon to the queen	——	26	13	4	
1568		Hay in Yorkshire	stone *	0	0	5	Stow's Annales.
1569		*Wine in Glasgow not to exceed*	Sc. pint	0	1	6	Gibson, p. 84.
1571		Master gunner of Carlile	per day	0	1	0	Fœdera, V. xv, pp. 694. 724.
1573		Physician to the queen and the household	per ann.	50	0	0	
1574		Wheat rose after Lammas, to	quarter	2	16	0	Stow's Annales.
		Beef rose to	stone	0	1	10	
		Herrings, 5 for	....	0	0	2	
		Bay salt	quarter	1	4	0	
		Wheat fell after harvest to	——	1	4	0	
		Bay salt rose to	——	2	8	0	
1575		A great fresh cod, 2*s* to	....	0	2	8	Queen Elizabeth's Progresses.
		A great cod's head	....	0	1	8	
		A pike, 2*s* 6 to	....	0	3	0	
		Half a salmon, 8*s* to	....	0	10	0	
		A sole	....	0	1	0	
		A pike	....	0	2	6	

* It was noted as a novelty, that it was sold by weight.

A. D. 1575	Large plaice	....	£0	1	0	Queen Elizabeth's Progresses.
	A capon	....	0	2	3	
	A chicken, 5*d* to	....	0	0	6	
	A green goose, 1*s*4 to	....	0	1	9	
1576	*Wheat* in *Aberdeen*	boll	1	0	0	Records, qu. in Statistical account of Scotland, V. ii, p. 537.
	A Sheep in *Aberdeen*	....	0	5	0	
	A new bible	....	2	0	0	Archæol. V. i, p. 16.
	A Book of common prayer	....	0	7	0	
	A third part of the rents due to colleges being made payable in corn, Wheat must not exceed	quarter	0	6	8	Acts 18 Eliz. c. 6.
	Malt	———	0	5	0	
	Beef and mutton	stone	0	0	6	MS. Bibl. Harl. n°. 609, published in Queen Elizabeth's Progresses.
	Veal, stone 8*d* to	....	0	1	0	
	Eggs	hundred	0	3	4	
	Larks	dozen	0	0	6	
	Butter	pound	0	0	4	
	Ale and beer, gallon 1*d* to	....	0	0	1¼	
	Cream *	gallon	0	1	0	
1584	*Pay of a private gentleman in King James's horse guards*	per ann.	200	0	0	Acts Jac. VI, parl. 8, c. 137.
1587	Wheat in London	quarter	3	4	0	Stow's Annales, pp. 1241, 1243.
	in other places	———	5	4	0	
	These prices were occasioned by excessive exportation.					
Mid summer	'Peasen in the cods at London'	peck	0	0	8	
	afterwards fell to	———	0	0	2	
	Cherries were late, but after Lammas so plenty as to sell for *..	pound	0	0	1	
	Treasurer of the army with one per cent on the money passing through his hands.	per day	1	6	8	Fœdera, V. xvi, p. 5.
	Vice-treasurer of the army	———	0	10	0	
	Three other paymasters, each	———	0	6	8	
1588	*Oat-meal at Aberdeen in time of a famine*	boll	18	0	0	Sinclair, V. ii, p. 538.
1590	*For the use of James VI king of Scotland:* *Holland*	ell	1	10	0	MS. account in the Register office, qu. in Arnot's Hist. of Edinburgh, p. 97.
	Long silk hose of Naples	pair	24	0	0	
	A tawny beaver hat	....	12	0	0	
	A black beaver hat	....	12	0	0	
	An ostrich feather	....	100	0	0	
	Coals from	chaldron	0	4	0	Maitland's Hist. of London, p. 274.
	raised by a combination of the owners to	———	0	9	0	
1591	*Wheat at Aberdeen*	boll	3	0	0	Sinclair, V. ii, p. 538.
1593	Wheat might be exported, if not above	quarter	1	0	0	Act 35 Eliz. c. 7.
	Peas, beans, if not above	———	0	13	4	
	Barley, malt, if not above	———	0	12	0	
1594	Ambassador to the States-general besides traveling expenses.	per day	2	0	0	Fœdera, V. xvi, pp. 241, 264.
	Librarian to the queen	per ann.	13	6	8	
	Wheat	quarter	2	8	0	Stow's Annales, p. 1279.
	to	———	3	4	0	
	Rye	———	2	0	0	
1595	Wheat rose from	———	0	14	0	
	to	....	2	13	4	

* Many pages are filled with similar articles for great dinners; but these may suffice as a specimen. It may be noted that the queen's visits raised the prices of all provisions much above their usual rates.

† Considering the value of money, we must suppose that neither peas nor cherries were generally cultivated. Even within a few years bypast peas have sometime been sold at 3*d*, and cherries at 1*d*, in London.

A. D. 1595	Fresh butter, pound raised to 5*d* and	....	£0	0	7	Stow's Annales, pp. 1279, 1281.
	An egg *	....		0	0	1	
	Wheat at Windsor	Winds. qu.	2	0	0	†
	Malt at do.	———	1	0	0	
1596	Wheat at do.	———	2	8	0	
	Malt at do.	———	1	6	8	
	Wheat-meal in London, owing to a wet harvest	.... bushel	0	10	0	Stow's Annales, p. 1299.
	Rye ..... owing to a wet harvest	.... ———	0	6	0	
	Oat-meal .. owing to a wet harvest	.... ———	0	8	0	
1597	Wheat at Windsor	Winds. qu.	3	9	6	
	Malt at do.	———	2	6	4	
	Wheat in London, from	quarter	5	4	0	Stow's Annales, p. 1300.
	fell to	———	4	0	0	
	Rye in ditto, from	———	3	12	0	
	fell to	———	1	5	4	
	But they soon rose as high as before.					
1598	On the approach of Christmas					
	Pepper rose to	lb.	0	8	0	Stow's Annales, p. 1301.
	Raisins	—	0	0	6	
	Wine of Gascoigne, white and claret	gallon	0	2	8	
	Sweet wine	———	0	4	0	Fleetwood.
	Wheat at Windsor	Winds. qu.	2	16	8	
	Malt at do.	———	1	12	6	
1599	Wheat at do.	———	1	19	2	
	Malt at do.	———	1	3	4	
1600	Wheat at do.	———	1	17	8	
	Malt at do.	———	1	0	0	
	Wheat, from	quarter	1	4	0	Stow's Annales, p. 1306.
	was suddenly raised to	———	2	8	0	
	till the queen prohibited exportation, and enforced the laws against forestallers, after which the price fell gradually.					
1601	*(Since the year* 1601 *the money of England has been of the same standard and weight that it is in the present day.)*					
	Wheat and malt at Windsor	Winds. qu.	1	14	10	—£1 4 6
1602	Wheat and malt at do.	———	1	9	4	— 0 17 4
1603	Wheat and malt at do.	———	1	15	4	— 0 14 8
	Wine	tun	5	0	0	Fœdera, V. xvi, p. 541.
	Best beer and ale not to exceed	quart	0	0	1	Act 1 Jac. I, c. 9.
	Smaller beer and ale	———	0	0	½	
	Wheat might be exported, if not above	quarter	1	6	8	Act 1 Jac. I, c. 25.
	Rye, peas, and beans, if not above	———	0	15	0	
	Barley and malt, if not above	———	0	14	0	
1604	Wheat and malt at Windsor	Winds. qu.	1	10	8	—£0 14 6
1605	Wheat and malt at do.	———	1	15	10	— 1 2 0

* The high prices of 1594 and 1595 were occaſioned partly by bad ſeaſons, and partly by exceſſive exportation. The uſual price of butter ſeems to have been 3*d*: ſee Stow in theſe years.

† All the prices of wheat and malt, noted now and henceforward at Windſor, are obtained from the books of Eton college. They are the average prices paid at Windſor market at Lady-day and Michaelmaſs for *the beſt qualities*, the tax being deducted from the price of the malt: and as the quarter in that market contained nine Wincheſter buſhels till the year 1793, one ninth muſt be deducted in order to have the price of the Wincheſter quarter. Sir Frederic Eden calculates that the average value of all the wheat fit for bread is eight ninths of the value of the beſt wheat; and, aſſuming the ſame proportion for barley, he has, upon that principle, conſtructed tables, by which the price of wheat on the average of 201 years (1595-1795) appears to be £1 : 18 : 6¼, and that of malt £1 : 3 : 4⅔ by the Wincheſter buſhel. [*State of the poor, V.* iii, *pp.* lxx, lxxix.]

A. D. 1605	The duke of York's nurse.....	per ann.	£50	0	0				Fœdera, V. xvi, pp. 611; 637.
	——— sempstress....	———	20	0	0				
	——— chamber-keeper	———	20	0	0				
	——— laundress	———	20	0	0				
	——— cook	———	36	0	0				
	The master of the ceremonies	———	200	0	0				
1606	Wheat and malt at Windsor.....	Winds. qu.	1	13	0	—	£0	19	4
1607	Wheat and malt at do.....	———	1	16	8	—	0	18	4
1608	Wheat and malt at do.....	———	2	16	8	—	1	4	0
1609	Wheat and malt at do.....	———	2	10	0	—	1	9	0
1610	Wheat and malt at do.....	———	1	15	10	—	0	19	4
	A bailif	per ann.	2	12	0				Archæologia, V. ii, p. 200.
	A good servant in husbandry	———	2	10	0				
	A common servant, who can mow	———	2	0	0				
	A ploughman	———	1	9	0				
	A boy under 16	———	1	0	0				
	A woman servant, who can bake, brew, and overlook others .	———	1	6	8				
	Other women servants, 16/ to	———	1	3	4				
	A girl under sixteen	———	0	14	0				
	A chief miller	———	2	6	0				
	A common miller	———	1	11	8				
1611	Wheat and malt at Windsor	Winds. qu.	1	18	8	—	£0	19	8
1612	Wheat and malt at do.....	———	2	2	4	—	1	5	4
	Portion of Elizabeth daughter of King James I	....	40,000	0	0				Fœdera, V. xvi, p. 722.
1613	Wheat and malt at Windsor.....	Winds. qu.	2	8	8	—	£1	0	4
1614	Wheat and malt at do.....	———	2	1	8½	—	1	7	0
1615	Wheat and malt at do.....	———	1	18	8	—	1	5	4
1616	Wheat and malt at do.....	———	2	0	4	—	1	4	8
1617	Wheat and malt at do.....	———	2	8	8	—	1	0	4
	Lord chancellor Bacon's salary....	per ann.	542	15	0				Fœdera, V. xvii, p. 1.
	do. for attending star chamber ..	———	200	0	0				
	do. for other allowances	———	360	0	0				
	his whole emoluments £1,102:15:0								
	Pension to William Camden, author of Britannia, &c. in consideration of his income being too small.....	....	20	0	0				Fœdera, V. xvii, p. 5.
1618	Wheat and malt at Windsor.....	Winds. qu.	2	6	8	—	£1	0	0
1619	Wheat and malt at do.....	———	1	15	4	—	0	19	8
1620	Wheat and malt at do.....	———	1	10	4	—	0	18	8
1621	Wheat and malt at do.....	———	1	10	4	—	0	16	0
1622	Wheat and malt at do.....	———	2	18	8	—	1	6	0
1623	Wheat and malt at do.....	———	2	12	0	—	1	11	2
1624	Wheat and malt at do.....	———	2	8	0	—	1	3	4
1625	Wheat and malt at do.....	———	2	12	0	—	1	1	6
1626	Wheat and malt at do.....	———	2	9	4	—	1	7	8
1627	Wheat and malt at do.....	———	1	16	0	—	1	0	0
1628	Wheat and malt at do.....	———	1	8	0	—	0	18	0
1629	Wheat and malt at do.....	———	2	2	0	—	1	4	0
1630	Wheat and malt at do.....	———	2	15	8	—	1	14	0
1631	Wheat and malt at do.....	———	3	8	0	—	1	18	8
1632	Wheat and malt at do.....	———	2	13	4	—	1	11	0
							In retail per quart.		
	Canary, Muscadel, and Alicant, wines.....	pipe	16	0	0	—	0	1	0
	Sack and Malaga wines	butt	13	0	0	—	0	0	9
	Best Gascoigne and other French wines.....	tun	18	0	0	—	0	0	6
	Rochelle and other small wines ..	———	15	0	0	—	0	0	5

Fœdera, V. xix, p. 405.

These prices of wines were fixed by royal authority for the ports of landing and 10 miles around them, £4 per tun being allowed for carriage of 30 miles beyond the 10.

A.D. 1633	Prices by proclamation. A turkey cock	....	0	4	6			Fœdera, V. xix, p. 511.
	A turkey hen	....	0	3	4			
	A duck, wild or tame	....	0	0	8			
	A fat goose in the market	....	0	2	0			
	A fat capon in do.	....	0	2	2			
	A fat hen in do.	....	0	1	0			
	Poulterers might charge above the market price.							
	Eggs	dozen	0	0	4			
	Fresh butter, pound 4*d* to	....	0	0	6			
	Salt butter	pound	0	0	4½			
	Candles with cotton wicks	———	0	0	4			
	Wheat and malt at Windsor	Winds. qu.	2	18	0	— £1	8	0
1634	Wheat and malt at do.	———	2	16	0	— 1	12	4
1635	Wheat and malt at do.	———	2	16	0	— 1	7	8
1636	Wheat and malt at do.	———	2	16	8	— 1	8	8
1637	Wheat and malt at do.	———	2	13	0	— 1	19	4
1638	Wheat and malt at do.	———	2	17	4	— 2	2	4
1639	Wheat and malt at do.	———	2	4	10	— 1	11	8½
1640	Wheat and malt at do.	———	2	4	8	— 1	7	8
1641	Wheat and malt at do.	———	2	8	0	— 1	9	0
	(Some years wanting in the Eton accounts.)							
1647	Wheat and malt at Windsor	———	3	13	8	— 1	17	0
1648	Wheat and malt at do.	———	4	5	0	— 2	0	0
1649	Wheat and malt at do.	———	4	0	0	— 2	2	0
1650	Wheat and malt at do.	———	3	16	8	— 1	18	6
1651	Wheat and malt at do.	———	3	13	4	— 1	9	0
1652	Wheat and malt at do.	———	2	9	6	— 1	8	0
1653	Wheat and malt at do.	———	1	15	6	— 1	8	0
1654	Wheat and malt at do.	———	1	6	0	— 1	0	8
1655	Wheat and malt at do.	———	1	13	4	— 1	0	0
	Coals in London generally above	chaldron	1	0	0	England's Grievance.		
1656	Wheat and malt at Windsor	Winds. qu.	2	3	0	— £1	4	0
1657	Wheat and malt at do.	———	2	6	8	— 1	8	4
1658	Wheat and malt at do.	———	3	5	0	— 1	9	4
1659	Wheat and malt at do.	———	3	6	0	— 2	8	8
1660	Wheat and malt at do.	———	2	16	6	— 1	12	8
	Spanish and sweet wines by retail	quart	0	1	6			Act 12 Car. II. c. 25.
	French wines do.	———	0	0	8			
	Rhenish wine do.	———	0	1	0			
1661	Wheat and malt at Windsor	Winds. qu.	3	10	0	— £1	13	4
1662	Wheat and malt at do.	———	3	14	0	— 2	2	0
1663	Wheat and malt at do.	———	2	17	0	— 1	12	8
1664	Wheat and malt at do.	———	2	0	6	— 1	10	0
1665	Wheat and malt at do.	———	2	9	4	— 1	8	4
1666	Wheat and malt at do.	———	1	16	0	— 1	6	0
1667	Wheat and malt at do.	———	1	16	0	— 1	2	8
1668	Wheat and malt at do.	———	2	0	0	— 1	4	0
1669	Wheat and malt at do.	———	2	4	4	— 1	7	4
1670	Wheat and malt at do.	———	2	1	8	— 1	6	6
1671	Wheat and malt at do.	———	2	2	0	— 1	5	4
1672	Wheat and malt at do.	———	2	1	0	— 1	2	0
1673	Wheat and malt at do.	———	2	6	8	— 1	4	0
1674	Wheat and malt at do.	———	3	8	8	— 1	14	0
	Coals in London	chaldron	1	2	6	Journal of com. of trade.		

A. D. 1675	Wheat and malt at Windsor . .	Winds. qu.	£3 4 8	—	£1 14 0
1676	Wheat and malt at do.	———	1 18 0	—	1 6 0
1677	Wheat and malt at do.	———	2 2 0	—	1 8 0
1678	Wheat and malt at do.	———	2 19 0	—	1 8 8
1679	Wheat and malt at do.	———	3 0 0	—	1 6 8
1680	Wheat and malt at do.	———	2 5 0	—	1 2 8
1681	Wheat and malt at do.	———	2 6 8	—	1 4 8
1682	Wheat and malt at do.	———	2 4 0	—	1 8 0
1683	Wheat and malt at do.	———	2 0 0	—	1 8 8
1684	Wheat and malt at do.	———	2 4 0	—	1 5 4
1685	Wheat and malt at do.	———	2 6 8	—	1 8 0
1686	Wheat and malt at do.	———	1 14 0	—	1 5 4
1687	Wheat and malt at do.	———	1 5 2	—	1 4 0
1688	Wheat and malt at do.	———	2 6 0	—	1 2 0
1689	Wheat and malt at do.	———	1 10 0	—	1 0 0
1690	Wheat and malt at do.	———	1 14 8	—	0 19 4
1691	Wheat and malt at do.	———	1 14 0	—	0 17 4
1692	Wheat and malt at do.	———	2 6 8	—	1 4 4
1693	Wheat and malt at do.	———	3 7 8	—	1 10 0
1694	Wheat and malt at do.	———	3 4 0	—	1 12 0
1695	Wheat and malt at do.	———	2 13 0	—	1 12 0
1696	Wheat and malt at do.	———	3 11 0	—	1 8 0
1697	Wheat and malt at do.	———	3 0 0	—	1 8 0
1698	Wheat and malt at do.	———	3 8 4	—	1 12 0
1699	Wheat and malt at do.	———	3 4 0	—	1 19 4
1700	Wheat and malt at do.	———	2 0 0	—	1 11 4
1701	Wheat and malt at do.	———	1 17 8	—	1 4 0
1702	Wheat and malt at do.	———	1 9 6	—	1 8 0
1703	Wheat and malt at do.	———	1 16 0	—	1 3 4
1704	Wheat and malt at do.	———	2 6 6	—	1 8 0
1705	Wheat and malt at do.	———	1 10 0	—	1 6 0
1706	Wheat and malt at do.	———	1 6 0	—	1 2 0
1707	Wheat and malt at do.	———	1 8 6	—	1 3 4
1708	Wheat and malt at do.	———	2 1 6	—	1 8 0
1709	Wheat and malt at do.	———	3 18 6	—	1 13 4
1710	Wheat and malt at do.	———	3 18 0	—	1 16 0
1711	Wheat and malt at do.	———	2 14 0	—	1 15 4
1712	Wheat and malt at do.	———	2 6 4	—	1 10 8
1713	Wheat and malt at do.	———	2 11 0	—	1 7 0
1714	Wheat and malt at do.	———	2 10 4	—	1 9 4
1715	Wheat and malt at do.	———	2 3 0	—	1 10 8
1716	Wheat and malt at do.	———	2 8 0	—	1 8 0
1717	Wheat and malt at do.	———	2 5 8	—	1 5 4
1718	Wheat and malt at do.	———	1 18 10	—	1 4 8
1719	Wheat and malt at do.	———	1 15 0	—	1 6 8
1720	Wheat and malt at do.	———	1 17 0	—	1 11 4
1721	Wheat and malt at do.	———	1 17 6	—	1 8 4
1722	Wheat and malt at do.	———	1 16 0	—	1 2 8
1723	Wheat and malt at do.	———	1 14 8	—	1 3 8
1724	Wheat and malt at do.	———	1 17 0	—	1 10 0
1725	Wheat and malt at do.	———	2 8 6	—	1 8 0
1726	Wheat and malt at do.	———	2 6 0	—	1 8 0
1727	Wheat and malt at do.	———	2 2 0	—	1 8 0
1728	Wheat and malt at do.	———	2 14 6	—	1 12 0
1729	Wheat and malt at do.	———	2 6 10	—	1 15 4
1730	Wheat and malt at do.	———	1 16 6	—	1 7 0
1731	Wheat and malt at do.	———	1 12 10	—	1 0 5

Average prices in January in London.

	Wheat, quarter.	Barley, quarter.	Oats, quarter.	Coals, chaldron.
A. D. 1732	£1 3 6	£0 17 0	£0 12 6	£1 7 0
1733	1 3 0	0 12 0	0 11 0	1 8 0
1734	1 8 9	0 15 6	0 14 6	omitted
1735	1 7 0	0 15 9	0 11 6	1 4 6
1736	1 13 0	0 14 0	0 13 6	om.
1737	1 8 0	0 16 6	0 11 6	om.
1738	1 12 0	omitted	omitted	om.
1739	1 17 0	om.	om.	1 5 0
1740	1 7 0	om.	om.	3 10 0
1741	1 17 6	om.	om.	1 9 0
1742	1 7 6	0 17 6	0 13 6	1 10 0
1743	1 1 6	0 17 6	0 14 6	1 12 0
1744	1 0 0	0 12 0	0 10 6	1 8 6
1745	0 19 0	0 13 6	0 14 0	1 9 6
1746	1 0 0	0 11 0	0 13 0	1 10 6
1747	1 8 6	0 10 0	0 6 9	om.
1748	1 7 0	0 13 6	0 10 6	om.
1749	1 9 6	0 17 6	0 15 0	om.
1750	1 6 6	0 15 6	0 13 0	1 13 0
1755	1 5 0	0 15 6	0 13 6	1 10 0
1756	1 4 0	0 14 6	0 12 9	om.
1757	2 7 6	1 5 0	0 18 9	2 0 0
1758	2 10 0	1 3 6	0 19 9	1 19 6
1759	1 6 6	0 16 0	0 13 0	om.
1760	1 6 6	0 13 0	0 11 6	om.
1761	1 7 0	0 14 6	0 12 3	om.
1762	1 4 6	0 15 0	0 12 9	2 6 0
1763	1 12 0	1 3 0	1 1 9	2 15 0
1764	1 12 6	1 7 0	0 16 3	2 2 0
1765	1 13 0	1 9 6	0 18 6	
1766	1 13 0	1 9 6	0 18 6	
1767 June	2 5 6	1 5 0	0 16 0	
1768 January	2 8 6	1 4 0	0 15 6	
1769	1 12 0	0 16 9	0 14 0	
1770	1 11 6	0 15 6	0 14 0	

As the Eton books, from which all the Windsor prices are taken, give only the price of the best grain, and that rated by a measure above the legal standard, so that about seven ninths of those prices make the nearest approach (without small fractions) to the average prices of all England, I now give the average of the January prices of corn, and also of coals, as they are recorded in that useful repository, the Gentleman's magazine.

It may be observed, that coals must have been cheaper throughout the year, than in January.

Average prices of 100 chaldrons annually given in charity, agreeable to the will of the late earl of Thanet. [*Report on the coal trade*, 1800, *p.* 119.]

Coals in London, chaldron	
32	8
40	8
	35
	35
	30
	33
	34
	36
	34
	37

Average prices in England and Wales of

	Wheat, quarter.	Rye, quarter.	Barley, quarter.	Oats quarter.	Beans, quarter.	Peas, quarter.	Oatmeal, boll of 140 lbs.
	s. *d.*	*s.* *d.*	*s.* *d.*	*s.* *d.*	*s.* *a.*	*s.* *d.*	*s.* *d.*
1771	47 2	34 4	25 8	16 8	28 6		
1772	50 8	36 8	25 4	16 2	30 0		
1773	51 0	33 4	28 4	17 2	33 0		
1774	52 8	34 4	28 6	17 10	31 2		
1775	48 4	32 10	26 0	16 6	28 8		
1776	38 2	26 10	20 2	15 0	26 6		
1777	45 6	28 0	20 6	15 8	28 6		
1778	42 0	28 4	22 8	15 2	27 8		
1779	33 8	23 4	19 6	14 0	24 2		
1780	35 8	22 2	17 0	12 10	22 2		
1781	44 8	26 10	17 2	13 8	23 0		
1782	47 10	28 10	22 6	15 2	26 0		
1783	52 8	35 8	30 4	19 10	34 10		
1784	48 10	32 2	27 10	18 4	32 2		
1785	51 10	28 0	24 0	17 2	30 8		

Returns, to an order of the house of commons, made up by Mr. Catherwood, receiver of corn returns.

A.D.															
1786	38	10	27	2	24	4	18	0	33	2					
1787	41	2	27	8	22	8	16	8	31	10					
1788	45	0	27	8	22	0	15	8	27	2					
1789	51	2	29	10	22	10	16	0	27	2					
1790	53	2	34	0	25	6	18	10	31	0					
1791	47	0	31	4	25	10	18	2	30	6					
1792	42	11	30	8	26	9	17	10	31	7	32	8	33	0	
1793	48	11	35	11	31	9	21	3	37	8	38	4	38	11	
1794	51	8	37	9	32	10	22	0	42	6	46	8	38	1	
1795	74	2	48	5	37	8	24	9	46	8	53	4	43	6	
1796	77	1	47	0	35	7	21	9	38	10	43	6	42	9	
1797	53	1	31	11	27	9	16	9	27	6	33	5	33	10	
1798	50	3	30	11	29	1	19	10	30	1	33	11	36	8	
1799	67	6	43	9	36	0	27	7	44	7	45	2	45	0	
1800	113	7	76	11	60	0	39	10	69	3	67	5	72	1	
1801	118	3	79	9	67	9	36	6	62	8	67	8	70	0	

Returns, to an order of the houſe commons, made up by Mr. Catherwood, receiver of corn returns.

Average prices paid by the Founding hoſpital. [*Report, p.* 120.]

35	6		
	44	1	0
	49	8	
	45		
	43	2	
	44	6	
	57	1	

APPENDIX, N°. IV.

A COMMERCIAL AND MANUFACTURAL GAZETTEER OF THE UNITED KINGDOM OF GREAT BRITAIN AND IRELAND.

N. B. The names of the shires, or counties, in which the towns &c. are situated, are expressed by the following abbreviations within parentheses.

Aberd. S.	Aberdeen, Scotland.
Ang. W.	Anglesey, Wales.
Ant. I.	Antrim, Ireland.
Arm. I.	Armagh, Ireland.
Arg. S.	Argyle-shire, Scotland.
Ayr, S.	Ayr-shire, Scotland.
Bamf, S.	Bamf-shire, Scotland,
Bed. E.	Bedford-shire, England.
Berk. E.	Berk-shire, England.
Berw. S.	Berwick-shire, Scotland.
Breck. W.	Brecknock-shire, Wales.
Buck. E.	Buckingham-shire, England.
Bute, S.	Bute, Scotland.
Camb. E.	Cambridge, England.
Card. W.	Cardigan, Wales.
Carm. W.	Carmarthen, Wales.
Carn. W.	Carnarvon, Wales.
Car. I.	Carlow, Ireland.
Cath. I.	Catherlow, Ireland.
Catn. S.	Catness, Scotland.
Cav. I.	Cavan, Ireland.
Ches. E.	Cheshire, England.
Clac. S.	Clackmannan, Scotland.
Clare, I.	Clare, Ireland.
Cork, I.	Cork, Ireland.
Corn. E.	Cornwall, England.
Cumb. E.	Cumberland, England.
Denb. W.	Denbigh, Wales.
Derb. E.	Derby-shire, England.
Dev. E.	Devon-shire, England.
Don. I.	Donegal, Ireland.
Dorf. E.	Dorset-shire, England.
Down, I.	Down-shire, England.
Drog. I.	Drogheda, Ireland.
Dub. I.	Dublin, Ireland.
Dunb. S.	Dunbarton-shire, Scotland.
Dunf. S.	Dunfries-shire, Scotland.
Dur. E.	Bishoprick of Durham, England.
Edin. S.	Edinburgh or Mid Lothian, Scotland.
Elg. S.	Elgin, or Moray, Scotland.
Eff. E.	Essex, England.
Ferm. I.	Fermanagh, Ireland.
Fife, S.	Fife-shire, Scotland.
Flint, W.	Flint-shire, Wales.
Forf. S.	Forfar, or Angus, Scotland.
Galw. I.	Galway, Ireland.
Glam. W.	Glamorgan, Wales.
Glouc. E.	Gloucester-shire, England.
Had. S.	Haddington, or East Lothian, Scotland.
Hamp. E.	Hampshire, England.
Heref. E.	Hereford-shire, England.
Hert. E.	Hertford-shire, England.
Hunt. E.	Huntingdon-shire, England.
Inv. S.	Inverness-shire, Scotland.
Kent, E.	Kent, England.
Ker. I.	Kerry, Ireland.
Kild. I.	Kildare, Ireland.
Kilk. I.	Kilkenny, Ireland.
King. I.	King's county, Ireland.
Kink. S.	Kinkardin, or Mearns, Scotland.
Kinr. S.	Kinross-shire, Scotland.
Kirk. S.	Kirkcudbright, Scotland.
Lan. S.	Lanark-shire, Scotland.
Lan. E.	Lancashire, England.
Leic. E.	Leicester, England.
Leit. I.	Leitrim, Ireland.
Lim. I.	Limerick, Ireland.
Linc. E.	Lincoln-shire, England.
Linl. S.	Linlithgow, or West Lothian, Scotland.
Lond. I.	Londonderry, Ireland.
Long. I.	Longford, Ireland.
Louth, I.	Louth, Ireland.
Mann,	island.
Mayo, I.	Mayo, Ireland.
Meath, I.	Meath, Ireland.
Mer. W.	Merioneth, Wales.
Mid. E.	Middlesex, England.
Mon. I.	Monaghan, Ireland.
Mon. E.	Monmouth-shire, England.
Mont. W.	Montgomery-shire, Wales.
Nairn, S.	Nairn, Scotland.
Norf. E.	Norfolk, England.
Northamp. E.	Northampton-shire, England.
Northumb. E.	Northumberland, England.
Nott. E.	Nottingham-shire, England.
Ork. S.	Orkney, comprehending the islands of Orkney and Shetland, Scotland.
Oxf. E.	Oxford-shire, England.
Peeb. S.	Peebles, Scotland.
Pemb. W.	Pembroke-shire, Wales.
Perth, S.	Perth-shire, Scotland.
Queen. I.	Queen's county, Ireland.
Rad. W.	Radnor-shire, Wales.
Renf. S.	Renfrew-shire, Scotland.
Rosc. I.	Roscommon, Ireland.
Ross. S.	Ross-shire, Scotland.
Roxb. S.	Roxburgh-shire, Scotland.
Rut. E.	Rutland-shire, England.
Selk. S.	Selkirk-shire, Scotland.
Shrop. E.	Shropshire, England.
Sligo, I.	Sligo, Ireland.
Som. E.	Somerset-shire, England.
Staf. E.	Stafford-shire, England.
Stirl. S.	Stirling-shire, Scotland.
Suff. E.	Suffolk, England.
Sur. E.	Surrey, England.
Suss. E.	Sussex, England.
Suth. S.	Sutherland, Scotland.
Tip. I.	Tipperary, Ireland.
Tyr. I.	Tyrone, Ireland.
War. E.	Warwick-shire, England.
Wat. I.	Waterford, Ireland.
Westm. E.	Westmoreland, England.
W. Meath, I.	West Meath, Ireland.
Wex. I.	Wexford, Ireland.
Wick. I.	Wicklow, Ireland.
Wig. S.	Wigton, Scotland.
Wilt. E.	Wilt-shire, England.
Worc. E.	Worcester-shire, England.
York, E. R.	York-shire, East riding } England.
York, N. R.	——— North riding } England.
York, W. R.	——— West riding } England.

As this is not a gazetteer of *all* the towns and villages of the united kingdom, the reader will understand that any place, not appearing in it, has no trade or manufactures of any consequence, as far as my information extends.

ABBOTSBURRY, *(Dorſ. E.)* a town ſituated at the head of the iſthmus, or bank, which connects Portland iſland (as it is called) with the main land, has a manufacture of cotton ſtockings; and many of the inhabitants are employed in fiſhing.

ABERAVON, *(Glam. W.)* a town near the mouth of the Avon, has ſome iron works, and a harbour for ſmall veſſels.

ABERBROTHOCK, or ARBROATH, *(Forf. S.)* a proſperous town, containing above 5,000 inhabitants, employed in manufacturing ſail-cloth, oſnaburg, brown linen for coach-makers, and upholſterers, calicoes, and thread, and in ſpinning cotton. There is a ſmall made harbour. Some veſſels belonging to the town import flax and hemp from Ruſſia, and wood and iron from Norway and Sweden. Before the abolition of the duty on ſea-born coal this port, being the neareſt to the Red head, the *ne plus ultra* of duty-free coal, drove a conſiderable trade in that neceſſary article for the ſupply of the adjacent country.

ABERCONWAY, *(Carn. W.)* a town ſituated near the mouth of the River Conway, which is navigable by large veſſels. Some timber, and bark, and a little corn, are ſhipped from the harbour. The trade has formerly been more conſiderable than it is now.

ABERDEEN, the capital of the extenſive ſhire which takes its name, conſiſts of the cities of Aberdon or Old Aberdeen at the mouth of the River Don, and New Aberdeen at the mouth of the River Dee, which, by increaſe of buildings are nearly united, almoſt like London and Weſtminſter. The houſes are well built, and contain about 24,005 inhabitants. The mouth of the River Dee is the harbour, in which there is water for veſſels of 10 feet draught at the upper part, and from 18 to 21 at the entrance, the bar being removed by a pier built in the year 1775. The principal manufacture has long been knitted ſtockings, in which the women, and alſo many men and boys, in all the adjacent country, are employed. The value is eſtimated above £100,000 annually, whereof about two thirds go to Holland and Germany, and the reſt to England, Portugal, and America. A great deal of linen yarn is ſpun in Aberdeen and the neighbouring country, moſt of which is ſent to Perth, Dunfermline, and Glaſgow. Brown ſheeting, oſnaburg, and ſail-cloth, are made here, and likely to increaſe. White and coloured threads, articles in which the Scots are thought to excell, are made to a larger extent in Aberdeen than in any other place, and are almoſt all ſent to London. Coarſe woolen ſtuffs, called plaidings and ſingrums, have long been made by the farmers and cottagers near Aberdeen from the wool of their own ſheep, and ſent moſtly to Hamburgh: but this trade has declined, in conſequence of fewer ſheep being now kept by the farmers. Wool is now chiefly brought, properly ſorted, from London and Newcaſtle, combed and ſpun in the city and adjacent country, and delivered to the knitters by agents in various parts of the country. A good deal of the wool is ſpun upon jennies for making cloth, duffle, ſerges, and ſome other ſtuffs for home conſumption, and alſo for London and America. Works have been eſtabliſhed for ſpinning cotton, weaving and printing calicoes, &c. The breweries of Aberdeen are famous, and much of their ale is ſhipped for London and foreign countries. The fiſhery for ſalmon in the two rivers, and in the ſea, is a very conſiderable object. About two thirds of the fiſh are ſent to London, and the reſt are cured, and exported to France and Flanders, where the Aberdeen fiſh ſtill preſerve their antient reputation. Some cod are alſo exported. Great quantities of ſtones, formed for paving, and ſome alſo for building, are ſhipped for London. The advancing proſperity of Aberdeen appears by an act in the year 1800 for erecting two new ſtreets. And its proſperity is a bleſſing to all the country around to a conſiderable diſtance, particularly as the manufactures afford employment to many thouſands of women.

ABERDOUR, *(Fife, S.)* a ſmall town with a ſafe harbour on the Forth, to which there belong a few ſmall veſſels. Some bed ticks and coarſe linens are made here.

ABERGAVENNY, *(Monm. E.)* a large town on the Uſk, between the mouths of two ſmaller ſtreams, is the market for the Welſh flannels made in all the ſurrounding country. Near it there is plenty of coal, lime, and iron ore.

ABERNETHY, *(Elg. S.)* an inland village on the River Spey. There are here four ſaw-mills for, converting into planks and boards the excellent fir, oak, and birch, of the adjacent mountains, belonging to the duke of Gordon, Sir James Grant, Rothimurchus, and Macintoſh, which for many ages had flouriſhed and periſhed, uſeleſs to the proprietors and the community. Logs, planks, boards, maſts (ſome 60 feet long), yards, ſhip timbers, &c. are floated down the river to Speymouth. See SPEYMOUTH.

ABERTHAW, *(Glam. W.)* a ſmall town on both ſides of the mouth of the Thaw, has ſome coaſting trade with Briſtol for the accommodation of the adjacent country.

ABERYSTWITH, *(Card. W.)* a town on the banks of the Ridiol near its mouth, and near where the Yſtwith alſo falls into the ſea, has an indifferent harbour, ſuppoſed to have been better in former ages*. It is cloſe upon one of the beſt fiſhing ſtations on the Welſh coaſt, and has ſome trade with Ireland, and along the coaſt, in timber, bark, fiſh, fiſh oil, and lead ore, which has increaſed of late years; and conſequently the harbour has been improved.

* From the name of the town, ſignifying the mouth of the Yſtwith, and alſo from the appearance of the ground, there is ſome reaſon to believe that that river formerly carried its waters to the town, and that the united ſtream of the two rivers has had a ſufficient body of water to make a good harbour and ſcour out the bar.

ABINGDON, the capital of Berk-ſhire, ſituated upon the Thames, by the navigation of which it has a conſiderable trade in ſending corn and malt to London.

ADELPHI cotton works, *(Perth, S.)* ſituated on the River Teith, the water of which drives the machinery, have the reputation of producing the fineſt cotton yarn made in Scotland, and employ about 700 people, for whoſe accommodation a village has been built on the ſouth ſide of the river.

AIRTH, *(Stirl. S.)* a town with a ſmall harbour, a creek of Alloa, on the ſouth ſhore of the Forth. It has eight veſſels, employed chiefly in coaſting, and ſome of them make voyages to the Baltic.

ALDBURGH, *(Suff. E.)* a port town, much fallen off from its former proſperity. It has a plentiful fiſhery, and ſome coaſting trade.

ALENCESTER, corrupted to ALCESTER, *(War. E.)* an antient town with a manufacture of needles.

ALLOA, *(Clac. S.)* a large and proſperous town, has a good harbour on the north ſide of the Forth, with 17, and ſometimes 22, feet water in ſpring tides, the riſe here, though ſo far up the river, being greater than at Leith. By means of dams, a ſmall river is made to drive ſeven mills, and occaſionally ſcour out the harbour, which has a ſubſtantial quay, and an excellent dry dock, capable of receiving a ſhip of 40 guns. There is coal here of a ſuperior quality, which has created a very briſk foreign and coaſting trade, and given birth to a thriving glaſs-work, and iron works in a variety of branches. A manufacture of camlets was long ago eſtabliſhed: but, as the makers never got into the proper way of finiſhing them off, that trade has declined. Serges and ſome other coarſe woolen ſtuffs are made, but in ſmaller quantities than formerly. The wool is now better employed in making cloth, for which manufacture Engliſh and Spaniſh wools are alſo procured; and the inhabitants of the adjacent country find beneficial employment by it. The muſlin manufacture has been introduced from Glaſgow. There are alſo rope-works. and other branches of buſineſs connected with ſhipping. The diſtillery of this place was ſome time ago very great. Its decline needs not be regretted.

ALNEMOUTH, corrupted to AYLMOUTH, *(Northumb. E.)* a town at the mouth of the River Alne, which makes a harbour for ſome veſſels employed in coaſting.

ALREWAS, *(Staff. E.)* a village with a cotton manufacture, eſtabliſhed in the year 1793 by Meſſieurs Dickins and Finloe of Burton upon Trent.

ALVA, *(Stirl. S.)* a village with a manufacture of blankets, and ſerges of the kind denominated from the neighbouring village of Tillycoultry. In the beginning of the eighteenth century a mine was wrought in the adjacent ground, which, after yielding ſilver to the value of forty or fifty thouſand pounds ſterling, was given up. About the year 1760 the ſearch for ſilver was reſumed, but, inſtead of it, cobalt was found, which was wrought for ſome time: and then the mines of Alva were totally abandoned, though the hills are known to contain ſilver, lead, copper, iron, and cobalt.

ALYTH, *(Perth, S.)* a village with about 1,100 inhabitants, chiefly employed in making brown linens, oſnaburg, and ſail-cloth.

AMBLECOT, *(Staff. E.)* a village near Stourbridge, believed to be the only place in the world poſſeſſing the blue clay, of which are made pots for melting glaſs, or other proceſſes requiring very ſtrong fires, ſome of which are large enough to melt 30 cwt. of glaſs. This valuable clay lies about 150 feet under the ſurface of the ground; and is, notwithſtanding, a profitable article to the proprietor, being ſent from hence to all parts of the world.

AMLUCH, *(Ang. W.)* near the north point of the iſland, from a ſmall fiſhing village has grown to a town of 5,000 inhabitants, who are employed in the various works connected with the very copious mine of copper, lead, ſilver, ſulphur, &c. in Paris mountain, diſcovered in the year 1762, but not properly known till 1768. Since that time it has continued to enrich the proprietors, the company of mining adventurers called the Angleſey copper company, and the neighbouring country in general. For the accommodation of ſhipping, the company have dug a baſin or dock out of the ſolid rock, which, though dry at low water, can receive veſſels of about 200 tuns with the flood, and has room for thirty of them to lay their ſides to the quays, while taking in their cargoes.

ANDOVER, *(Hamp. E.)* a large inland town, with ſome trade in malt, has a communication with Stockbridge, Rumſey, Southampton, &c. by canal navigation.

ANNAN, *(Dunf. S.)* a ſmall town at the mouth of the river of the ſame name, which makes a harbour wherein the tide riſes 16 and 21 feet at high water. There are a few ſmall veſſels employed in carrying potatoes, corn, freeſtone, yarn, bacon, &c. chiefly to Liverpool, Ireland, and the Firth of Clyde.

ANSTRUTHER *(Fife, S.)* conſiſts of two ſeparate burghs, divided by a brook, and diſtinguiſhed by the addition of Eaſter and Weſter. Before the union there was a flouriſhing trade, chiefly with France, the principal articles of which were herrings, cod, and malt. The harbour admits ſhips of 300 tuns in ſpring tides. The Greenland fiſhery was attempted here, but given up; and the port declined ſo much that the ſhipping in the year 1792 did not exceed 1,100 tuns: but in 1800 we find it ſo far revived, that about 2,100 belonging to the port were employed in coaſting and foreign trade. The only manufactures are linen made by the ſmall weavers, coloured threads, and ſome ſhipbuilding.

ARBROATH. See ABERBROTHOCK.

ARDEE, *(Lowth, I.)* a ſmall town with a manufacture of brown linen.

ARDNAREE, *(Sligo, I.)* a neat town, with a briſk trade in linen, for which there is a weekly market.

ARIGNA, (*Leit. I.*) a village with great abundance of iron ore and coal in its neighbourhood. There are conſiderable iron-works, with a very complete furnace, boring mills, a ſlitting mill, and a double ſteam engine made by Meſſieurs Boulton and Watt.

ARKLOW, (*Wick. I.*) a town with a ſmall harbour, at the mouth of a river called the Ovoca, has ſome coaſting trade. Near this town is the gold mine, diſcovered in the year 1795, and thought by ſome mineralogiſts to be very copious: but it has not yet been very productive.

ARMAGH, the capital of the county of the ſame name, an antient city, and the ſee of the primate of all Ireland, is a place of little trade.

ARUNDEL, (*Suſſ. E.*) an antient town on the River Arun, which is made navigable up to Pulburgh; and veſſels of 100 tuns go above the town with the tide. The chief buſineſs of the place is ſhipbuilding, the timber being ſupplied from the neighbouring foreſts. There is ſome foreign commerce, and a good deal of coaſting trade.

ASHBURN, (*Derb. E.*) a town in the heart of the rich paſtures of Dovedale, whereby it has a trade in butter and cheeſe.

ASHBURTON, (*Dev. E.*) one of the ſtannary towns, is ſurrounded by mines of tin and copper, and has a manufacture of ſerges.

ASHBY DE LA ZOUCH, (*Leic. E.*) a town with a conſiderable trade in malt and ale.

ASHFORD (*Derb. E.*) has a mill for poliſhing marble, of which there are many beautiful kinds in the Peak country.

ATHELSTANEFORD, (*Had. S.*) a pleaſant village with a riſing manufacture of woolen cloth.

ATHERSTON, (*War. E.*) a conſiderable town, with manufactures of hats, ſhalloons, and light woolen ſtuffs.

ATHLONE, (*W. Meath, I.*) a conſiderable town on the Shannon, with ſome linen manufacture in and around it.

ATHY, (*Kild. I.*) a town ſituated at the junction of the grand canal with the higheſt navigable water of the River Barrow, and thereby enjoying a very conſiderable trade with the ſurrounding country.

AUBURN, (*Wilts, E.*) a ſmall town, with a manufacture of fuſtians.

AUCHTERMUCHTY, (*Fife, S.*) a town in the heart of a weaving country. Sileſias and brown linens are the chief articles.

AUKLAND. See BISHOP'S AUKLAND.

AVENING, (*Glouc. E.*) a village, with a manufacture of woolen cloth.

AXBRIDGE, (*Som. E.*) a neat ſmall town, with a manufacture of knit ſtockings. There are many mines of lapis calaminaris in the neighbourhood.

AXMINSTER, (*Dev. E.*) a conſiderable town, with manufactures of cloth, cotton, tapes, druggets, and carpets made with needle work.

AXMOUTH, (*Dev. E.*) a town at the mouth of the Axe, once had a conſiderable trade, which is loſt in conſequence of the deſtruction of the harbour.

AYLESHAM, (*Norf. E.*) an inland town, which has ſome trade in conſequence of the River Thyrne being made navigable up to it.

AYLMOUTH. See AENEMOUTH.

AYR, a handſome and populous town, the capital of the ſhire of the ſame name, is ſituated on both ſides of the mouth of the River Ayr, which, having a bar at the entrance, does not admit veſſels drawing more than twelve feet. The chief trade is the exportation of coals to Ireland. Shipbuilding is carried on to a conſiderable extent, with timber brought from England, Wales, Memel, Dantzik, &c. The manufactures are ſalt, linen, ſome woolen, hoſiery, tanning, hard and ſoft ſoap; but none of them very extenſive. Many young girls are employed in tambouring.

AYTON, (*Berw. S.*) a village ſituated on the Ay or Eye, has manufactures of thread and paper, and a bleachfield. Some kelp is made on the ſhore.

BAKEWELL, (*Derb. E.*) the chief town of the High Peak country, is ſurrounded by mines of lead, and has a manufacture of cotton.

BALA, (*Mer. W.*) a ſmall town, with a good market for corn, and ſome manufactures of flannel and knit ſtockings.

BALBRIGGAN, (*Dub. I.*) a village, with a flouriſhing manufacture of cotton, and a ſafe little harbour.

BALDOCK, (*Hert. E.*) a large town, with conſiderable markets for corn and malt, the produce of the fertile fields of Hertford-ſhire.

BALFRONE, (*Stirl. S.*) a new village, wherein a manufacture of muſlin was eſtabliſhed in the year 1788 by Mr. Dunmore, the proprietor, who alſo erected a mill at Ballikinrain, another part of his eſtate, for ſpinning wool into yarn for carpets, and cotton into yarn for muſlins. A great print-field was begun in the neighbourhood. But all theſe ſources of proſperity received a ſevere check in the year 1793 by the war.

BALLACHULISH, (*Arg. S.*) a village at the mouth of Loch Levin, with a good quarry of ſlates, which are carried to various parts of the country.

BALLIBAY, (*Mon. I.*) a town with a conſiderable linen manufacture.

BALLIKINRAIN. See BALFRONE.

BALLIMOTE, (*Sligo, I.*) a village, which, with the adjacent country, is enlivened by a briſk linen manufacture.

BALLINASLOE, (*Galw. I.*) an inland town, ſituated on the River Suck, a navigable branch of the Shannon, has ſome trade, and a great market in ſummer for wool, and another in October, at which great numbers of oxen and ſheep, bred in the adjacent grazing country, are ſold.

BALLINDRAIT, (*Don. I.*) a village on the River Dale, which affords it the convenience of a boat navigation to Londonderry.

BALLINTOY, (*Ant. I.*) a village, with a ſmall harbour and ſome coaſting trade, near the celebrated Giant's cauſeway, and near ſome coal mines.

BALLISHANNON, *(Don. I.)* a town at the mouth of the River Erne, in which there is a ſalmon fiſhery.

BALTIMORE, *(Cork, I.)* a ſmall town near the ſouthern extremity of Ireland, with a port poſſeſſing ſome veſſels. The exports are corn and flour, with ſome proviſions and linen.

BALTINGLAS, *(Wick. I.)* a town near the head of the River Slaney ſurrounded by manufactures of linens and coarſe woolens.

BALLYCASTLE, *(Ant. I.)* a village on the north coaſt of Ireland, which had a made harbour, now deſtroyed by the ſea.

BAMBURGH CASTLE, *(Northumb. E.)* though a place of no trade, merits notice on account of the noble eſtabliſhment made by Lord Crewe, biſhop of Durham, for the aſſiſtance and accommodation of wrecked veſſels and ſeamen.

BAMF, the capital of the ſhire of the ſame name, is a well built town, containing about 3,500 inhabitants, with a made harbour, a little foreign trade, and a good deal of coaſting intercourſe with London and other places. Salmon and corn are the principal articles ſhipped. The chief manufacture was formerly thread for ſtockings, which uſed to be ſent to Nottingham and Leiceſter. But of late Meſſieurs Robinſons of Bamf have obtained a patent for a highly-improved ſtocking frame, by which the profit of manufacturing, as well as of ſpinning and throwing, is retained in the place; and, as thread ſtockings are now little uſed, ſtockings of ſilk, cotton, and worſted, are made by theſe gentlemen, who give employment to 560 people. London is their principal market. A few hands are ſtill employed upon linen: and ſeveral other manufactures are conducted on a ſmall ſcale.

BANBURY, *(Oxf. E.)* a town ſituated on the River Charwell, has a canal communication with Coventry and Oxford. The chief manufactures are hair ſhag and worſted pluſh: and the place is alſo noted for its cheeſe, cakes, and ale.

BANDON BRIDGE, *(Cork, I.)* a conſiderable and thriving town on the River Bandon.

BANGOR, *(Down, I.)* a town on the north ſide of the Lough of Belfaſt, with a little trade.

BANNOCKBURN *(Stirl. S.)* is now the ſcene of peaceful induſtry. Since faſhion has revived the uſe of tartan, the manufacture of that article has been carried on very ſucceſsfully in this village; and all the tartan, uſed by the Highland regiments, is believed to be the produce of the looms of Bannockburn. There is alſo a manufacture of cotton cloth, and a coal-work.

BANTRY, *(Cork, I.)* a town at the head of a fine bay or eſtuary, which had a conſiderable fiſhery for pilchards, till they deſerted the coaſt.

BARKING, *(Eſſ. E.)* a town on the River Roddon, or Rothing, which is navigable up to it, whereby it has intercourſe with London by barges.

BARMOUTH, *(Mer. W.)* a town ſituated on a point at the mouth of the Avon vawr, with a tolerable harbour. The inhabitants, and thoſe of the adjacent country, are employed in making flanneſs and ſtockings.

BARNSLEY, *(York, W. R.)* a town ſituated on the confines of the hardware and clothing manufactures, has long had manufactures of wire, to which other works in iron and ſteel, and alſo glaſs bottles, have been added, all by favour of the abundance of coal. Some linens and checks are alſo made and bleached here.

BARNSTABLE, *(Dev. E.)* a town ſituated on the River Taw, by the navigation of which it enjoys the trade of the country behind it, has ſome trade with Ireland, ſhipbuilding, and fiſhing. Large veſſels are obliged to lie below the town.

BARTON, *(Lan. E.)* a village on the River Irwell, where the canal paſſes over it, has a ſalt ſpring, reckoned not inferior to the ſprings in Cheſhire.

BASINGSTOKE, *(Hamp. E.)* a populous town, with manufactures of druggets and ſhalloons, and a great market for corn and malt. It communicates with the Thames by a canal extending from the town to the River Wey.

BASSALIG, *(Mon. E.)* a village with ſome copper works.

BATH, *(Som. E.)* a large and handſome city, the houſes being regularly built of white freeſtone, was formerly the ſeat of a conſiderable woolen manufacture. But it is now merely a faſhionable reſort of invalids and others, whoſe expenditure circulates ſufficient ſums to ſupport thoſe who make it their buſineſs to provide accommodations and amuſements for them. The River Avon is made navigable to Bath for barges by artificial improvements: and a new canal ſupplies the city with coal from the neighbouring pits, and alſo affords a communication with London by the medium of the River Kennet.

BATTEL, *(Suſſ. E.)* a town noted for the manufacture of the beſt gun-powder.

BEAMINSTER, *(Dorſ. E.)* a town ſtill retaining ſome remains of the clothing trade, once conſiderable in it. Sail-cloth, and ironmongery goods, particularly locks, together with utenſils of tin and copper, are now the chief articles of manufacture. Tanning is alſo carried on pretty largely. All the works are greatly expedited by machinery erected upon a ſmall river called Brid, Brit, or Bret.

BEAR-HAVEN, *(Cork, I.)* a village poſſeſſing a good harbour, formed by an iſland in the mouth of Bantry bay, but with very little trade.

BEAULY, *(Roſs, S.)* a ſmall village on the River Beauly, or Farar, where ſome good veſſels are built of timber brought down by the river from the woods on the ſeveral branches of it.

BEAUMARIS, *(Ang. W.)* a town near the eaſt point of the iſland, with a pretty good harbour, and ſome foreign and coaſting trade.

BECKINGTON, *(Som. E.)* a village with a manufacture of fine cloth, but not ſo extenſive now as in former times.

BEDFORD, a neat, populous, town, the capital of the county named from it, is ſituated on both ſides of the River Ouſe, which is navigable up to it, by

means whereof it has a conſiderable trade in forwarding the corn of the adjacent plentiful country down to Lynne for exportation, and in ſupplying the neighbourhood with neceſſaries brought up from that port. The wheat of Bedford-ſhire is particularly eſteemed.

BEITH, *(Ayr, S.)* an induſtrious village, where ſilk gauzes are woven, thread is thrown, and cotton is ſpun and made into muſlin, and the muſlin tamboured; all for account of employers in Paſley.

BELFAST, *(Ant. I.)* a large town, containing above 18,000 people, ſituated at the head of a bay, called the Lough of Belfaſt. It has ſome foreign trade, and enjoys a communication with Lough Neagh and the inland country around it by the River Lagan and a canal. Beſides linen, the great ſtaple of Antrim and the adjacent counties, there are manufactures of cambric, ſail-cloth, cotton goods, glaſs, earthen ware, and ſugar. The exports conſiſt of corn, flour, beef, pork, butter, and linen, in which laſt article it is next to Dublin.

BENBURB, *(Tyr. I.)* a village on the Blackwater, with a ſhare of the linen trade.

BERKLEY, *(Glouc. E.)* a town ſituated near the mouth of a ſmall river, called the Little Avon, which makes a harbour for a few ſmall veſſels. The beſt Glouceſter cheeſe is made in the neighbourhood, all the farms being in paſture for cows.

BERNARD CASTLE, *(Dur. E.)* a town on the River Tees, which once had a good woolen manufacture, now much declined.

BERSHAM, *(Denb. W.)* the ſeat of the great iron-works conducted by Meſſieurs John and William Wilkinſon. They make cylinders for fire engines, water pipes, boilers, pots and pans, ſmoothing irons, and cannon of all ſizes, which are caſt ſolid and bored, as at the Carron works. There are alſo forges for malleable iron, and wire works, and of late a foundery of braſs, and a work for caſting pipes of lead, the ore of which is plentiful in the neighbourhood, as are alſo iron ſtone and coal.—Mr. John Wilkinſon, the principal partner in this great buſineſs, has alſo extenſive iron-works in Shropſhire *.

BERVIE, or INVERBERVIE, *(Kirk. S.)* a ſmall town at the mouth of the River Bervie, in which, however, no veſſel can lie by reaſon of the heavy ſwell rolling in. There is a ſalmon fiſhery. The chief manufacture is coloured thread, for which the yarn is ſpun by machinery. A manufacture of ſail cloth, formerly given up, has been revived.

BERWICK, a town ſituated on the north ſide of the mouth of the Tweed, which, together with a ſmall diſtrict, is exempted from the juriſdiction of the three adjacent counties of Berwick (whereof it was once the capital), Durham, and Northumberland. But Berwick is not reckoned a county of itſelf, though the magiſtrates, in a body, exerciſe the functions of a ſhirref. There are ſome manufactures, but moſtly new eſtabliſhments, and not as yet very extenſive. The ſalmon fiſhery, for which the river has long been famed, (ſee V. i, p. 446) is the chief ſpring of the trade of the town. Formerly the fiſh were carried by land to Newcaſtle, and there cured and ſhipped for London, where they are to this day called Newcaſtle ſalmon. About the middle of the eighteenth century veſſels from Harwich, fitted with wells, uſed to carry live ſalmon from Berwick to the London market. The people of Berwick afterwards took the trade into their own hands. Their veſſels are faſt-ſailers, ſtout, well found, and well manned, ſo that they run in almoſt all weathers, and are remarkable for making quick paſſages. The excellent invention of carrying fiſh in pulverized ice enabled them to extend their trade very much; and their diſpatch has obtained a decided preference in carrying goods and paſſengers, which has lately encouraged them to extend their coaſting trade to the Firth of Forth, wherein they are ſucceſsful competitors with the coaſters of Leith and the other ports of the Forth. Corn and eggs are the moſt conſiderable of the ſubordinate articles carried from Berwick. The foreign trade, which is not extenſive, conſiſts chiefly in importing from the Baltic the wood, iron, &c. wanted for the conſtruction of houſes and veſſels.

BEVERLEY, *(York. E. R.)* a handſome town near the River Hull, by which, with the help of a ſhort canal, there is a convenient intercourſe with the town of Hull for the conveyance of coal, corn, malt, &c. The principal employments of the people are tanning, making meal and malt, and working bone lace.

BEWDLY, *(Worc. E.)* a populous town on the weſt ſide of the noble navigable River Severn, by means of which it has a carrying trade for a great extent of country. Many of the inhabitants are employed in tanning, making a variety of articles of horn, and making Monmouth, or Dutch, caps.

BICESTER, *(Oxf. E.)* a town noted for its ale, and making leather ſlippers.

BIDDEFORD, *(Dev. E.)* a handſome, populous, town, ſituated on the River Towridge, which carries ſhips up to the town, and boats up into the inland country. Though the trade with America, and the fiſhing trade to Newfoundland, have declined in this port, there are ſtill more ſhipping belonging to it than any other harbour between Briſtol and Falmouth. Great quantities of oak bark are ſhipped for Scotland and Ireland. Many veſſels are built for this and other ports.

BIGGLESWADE, *(Bed. E.)* a town ſituated on the Ivel, a branch of the Ouſe, by means of which coal, timber, &c. are brought up in boats from Lynne for the ſupply of the adjacent country. The town being ſurrounded by a very fertile country, great quantities of corn are ſold at its markets. Many of the women are employed in making lace.

BILSTON. See WOLVERHAMPTON.

* For the iron barges made by this gentleman, and the prodigious order ſent to him from Paris for iron pipes ſoon after the peace, ſee V. iv, pp. 176, 178.

BIRMINGHAM, *(War. E.)* a large and handſome town, and a ſplendid example of the bleſſings of ingenuity and induſtry. The iron manufacture is ſuppoſed to have commenced here many ages ago; but it is not much above a century ſince any of the finer works were introduced. The progreſs of the metallic arts during the eighteenth century, chiefly in buckles, buttons, plated ware, and other ornamental articles, and fire arms, has been aſtoniſhingly great. But they are ſo various and extenſive, that even an enumeration of them would exceed the limits of this work: and the reader muſt be referred to the hiſtory of the town, written by Mr. Hutton, an old inhabitant. Birmingham, ſituated in the center of England, has a navigable communication, by canals and rivers, with London, Briſtol, Liverpool, and Hull, together with all the intermediate and connected trading parts of the kingdom. The induſtry of the place is not interrupted by election politics, and it is not even a corporation. Mr. Hutton eſtimates, apparently upon good data, the fortunes of the principal inhabitants of this great hive of induſtry as follows.

3	poſſeſſing capitals of	£100,000
7	- - -	50,000
8	- - -	30,000
17	- - -	20,000
174	from £5,000 to -	10,000

209 proprietors of three millions and a half. He eſtimates the number of inhabitants in the year 1791 to be 73,653.

BISHOP'S AUKLAND, *(Dur. E.)* a well-built town on the ſouth bank of the Were, has manufactures of muſlin and other articles of cotton.

BISHOPS STORTFORD, *(Hert. E.)* a town ſituated in a rich corn country, has a canal communicating with the River Lea, whereby corn, malt, &c. are conveyed to London, and the country is ſupplied with coal and other heavy articles.

BISLEY, *(Glouc. E.)* a town near Stroud, and engaged in the ſame branch of the woolen manufacture.

BLACKBURN, *(Lan. E.)* a thriving town, formerly the ſeat of the manufacture of the goods known in London by the name of Blackburn greys; but now, in conſequence of the great increaſe of printing, the chief manufacture of the place is calico, for which it has become famous.

BLACKNESS, *(Linl. S.)* a village on the ſhore of the Forth with a ſmall harbour. There is here abundance of coal, and, in conſequence of that advantage, conſiderable ſalt works.

BLACKNEY AND CLAY, *(Norf. E.)* two ſmall towns with a harbour between them in the mouth of a rivulet called the Thyrne. Many of the inhabitants are fiſhermen. They have ſome foreign trade and coaſting, both chiefly ſupported by the corn and malt of the adjacent country.

BLACKWATER-TOWN, *(Arm. I.)* a thriving village in the field of the linen manufacture.

BLAIR GOWRIE, *(Perth, S.)* an inland village, the chief manufacture of which is brown linen.

BLANDFORD, *(Dorſ. E.)* a handſome town on the River Stour, with manufactures of thread and ſhirt buttons.

BLANTYRE, *(Lan. S.)* a village wherein a cotton mill has lately been erected, which has doubled the number of houſes and inhabitants, and enlivened the agriculture of the adjacent country. The proprietors of the work have the praiſe of acting as kind guardians to the orphan children bound apprentices to them.

BLARNEY, *(Cork, I.)* a village wherein ſome cotton goods are manufactured.

BLESSINGTON, *(Wick. I.)* an inland town at the head of the Liffey, ſurrounded by manufactures of linen and coarſe woolen goods.

BLYTHE NOOK, *(Northumb. E.)* a town at the mouth of a ſmall river, called the Blythe, with a conſiderable ſhare of the coaſting and foreign coal trade. See HARTLEY.

BOCKING. See BRAINTREE.

BODMIN, *(Corn. E.)* a large town with a manufacture of ſerges, and ſome buſineſs in wool-combing.

BOLTON, *(Lan. E.)* a thriving town, the original ſeat of the cotton trade, of which it ſtill retains a large ſhare, and of late the manufacturers rival thoſe of Glaſgow in muſlin, and alſo in ornamental and fancy articles. The goods are moſtly ſold in Mancheſter, with which there is a communication by a canal. In the year 1773 Bolton and Little Bolton contained 1,178 houſes and 5,339 inhabitants, about which time a traveler called it Mancheſter in miniature. The inhabitants are now eſtimated at 12,000.

BORROWSTOWNNESS, *(Linl. S.)* a town on the ſouth ſhore of the Forth, with a tide harbour having 16 to 18 feet water in ſpring tides. Coal and ſalt are the chief articles of the place, and the principal exports. The imports are corn, timber, tallow, hemp, flax, flax-ſeed, &c. But much of this trade has removed to Grangemouth for the convenience of the communication with the weſt ſide of the country. About 25 ſail belong to the town, of which 12 trade to the Baltic and Holland, and 6 to London; and the others are employed in coaſting and upon the canal. The Greenland fiſhery, in which two ſhips were employed, has been given up. There is a manufacture of earthen ware, made of clay, partly found in the place, and partly brought from Devon-ſhire. Some ſoap is made, and flax-dreſſing employs ſeveral hands. There are 16 pans for boiling ſalt.

BOSTON, *(Linc. E.)* a large and well-built town, ſituated near the mouth of the River Witham, which makes its harbour, and carries barges through the inland country as high as Lincoln. The port ſtill carries on a very conſiderable foreign and coaſting trade, and has a number of good veſſels.

BOYLE, *(Roſc. I.)* a town which has lately obtained a very good trade in linen and yarn.

BRADFORD, *(Wilt. E.)* a large town, conſiſting of good houſes moſtly built with ſtone, and containing about 5,000 inhabitants. Some of the moſt capital clothiers in England reſide here, and one

houſe in particular employs about 2,000 men, women, and children. This being the center of the manufacture of ſuperfine cloths, it is proper to obſerve here, that the buſineſs is conducted in a manner very different from that of York-ſhire, all the manufacturers in the weſt country being men of great capital, who purchaſe the Spaniſh wool, give it out to be dyed and ſpun, and deliver the yarn to the weavers, and finiſh the cloth, when returned by them, in their own works, agreeable to the orders received from their correſpondents. The manufacture of kerſeymeres, or caſimirs, was begun near this place as a patent invention: but it has long ago been free, and is made in various parts of the weſt country, and alſo in York-ſhire.

Bradford, (*York, W. R.*) a large town, with manufactures of broad and narrow cloths, calimancoes, and other light woolen goods, for the ſale of which there is a public hall. The adjacent country abounds with coal and iron-ore, in conſequence of which there are iron founderies and a manufacture of aquafortis. Many people are employed in making leather boxes and cards for wool.

Bradley, (*Staff. E.*) a village near Wolverhampton, where there are ſome iron-works, particularly the extenſive founderies and forges belonging to Mr. Wilkinſon, where the droſs is ſeparated from the ore by huge concave rollers inſtead of hammers.

Bradninch, (*Dev. E.*) a town on the River Columb, with a manufacture of paper. The adjacent hills contain iron ore.

Braintree and Bocking, (*Eſſ. E.*) two towns ſeparated by a ſmall ſtream, with manufactures of baize, which have declined very much in conſequence of war, and alſo, as is ſaid, of the introduction of machinery.

Brampton, (*Cumb. E.*) a town on the River Irthing, with a manufacture of checks.

Brancaster, (*Norf. E.*) a fiſhing town, which has a few veſſels employed in carrying corn, malt, &c. along the ſhore, and alſo to Holland.

Brandon, (*Suff. E.*) a town on the ſouth ſide of the River Ouſe, with a wharf for loading barges and receiving goods, being the ſeat of a conſiderable carrying trade between the adjacent country and Lynne.

Bray, (*Wick. I.*) a village with a ſmall harbour and ſome coaſting trade.

Brechin, (*Forf. S.*) an antient epiſcopal ſee. The chief manufacture is oſnaburg, and a good deal of coarſe linen is alſo made in the town and neighbourhood. A cotton work was begun, thrown up, and afterwards reſumed on a ſmall ſcale, only about 80 hands being employed in it.

Breed, (*Suff. E.*) a village near Rye, with a manufacture of caſt iron.

Brentford, (*Mid. E.*) a town on the north bank of the Thames, has a good deal of buſineſs in diſtilling, and making malt, tiles, bricks, and earthen ware.

Brickfield, or Portobello, (*Edin. S.*) a village on the ſhore of the Forth, with manufactures of earthen ware in the manner of Stafford-ſhire, beſides tiles, and bricks, from which the name is derived.

Bridgenorth, (*Shrop. E.*) a well-built town, ſituated on both ſides of the Severn, has conſiderable buſineſs in conveying goods upon the river, and manufactures of guns, tools, and other iron-mongery, and ſtockings. Its fairs are noted for cheeſe, butter, hops, linen, bacon, cattle, &c.

Bridgewater, (*Som. E.*) a town and county of itſelf, ſituated on the River Parret, over which an iron bridge has lately been erected. Veſſels of 200 tuns come up to the town, though 12 miles (by the river) from the ſea. The tide riſes above 30 feet in the river, with a violent run and noiſe called the boar, and ſometimes ſo ſuddenly as to damage the ſhipping. There is ſome foreign trade, and a great deal of coaſting. Coal is brought from Wales, and furniſhed on eaſy terms to the neighbouring country by the navigation of the Parret and Tone, which carry large barges up to Langport and Taunton.

Bridlington, or Burlington, (*York, E. R.*) a town near the ſhore, with a great market for corn. The quay, which is about two miles from the town, has lately been much improved, and affords good ſhelter to colliers and other coaſting veſſels. There are ſome good trading veſſels belonging to it. The men are moſtly ſeamen and fiſhermen.

Bridport, or Britport, (*Dorſ. E.*) a town near the ſhore of the Channel, had once a good harbour at the mouth of the River Brit or Bret, which was choked up with ſand in the early part of the eighteenth century. It has been ſo far recovered as to admit a few veſſels not exceeding 200 tuns. There are manufactures of hats, ſail-cloth, twine, and veſſels for this and other ports.

Brierly, (*Staff. E.*) a very populous village, with large manufactures of glaſs.

Brig or Glandford-brig, (*Linc. E.*) a town on the River Ankham, by which it has a conſiderable trade with Hull in ſailing veſſels, which carry corn, coals, &c.

Brighthelmstone or Brighton, (*Suſſ. E.*) a town on the ſhore of the Channel, has, properly ſpeaking, no harbour, but a very good roadſtead cloſe in with the ſhore. The principal buſineſs is fiſhing, and in time of peace an intercourſe by packets with Dieppe in France; unleſs we reckon, as more important, the entertainment of ſummer viſitors, the place having become a faſhionable reſort ſince the prince of Wales made it his occaſional ſummer reſidence.

Bristol, a city and county of itſelf, is a handſome, well-built, and populous, place, ſituated on both ſides of the Avon and on the Froome, about four miles above the junction of their united ſtream with the Severn. It has long been the principal port on the weſt ſide of England, but is now eclipſed by Liverpool. There is one continued quay

of about a mile long, to which large veſſels can lay their ſides *, and load or unload, without the expenſe, delay, and plunder, of lighterage. There is alſo an excellent dock, capable of receiving ſeveral large veſſels at once. Briſtol has ſtill a very conſiderable trade; and it is one of the three ports from which veſſels can clear out for the ſlave trade. Before the country was interſected throughout by navigable canals, it enjoyed a very great advantage in being near the center of the extenſive inland navigation of the Severn, Avon of Warwick-ſhire, its own Avon, Froome, Teme, Wye, Lugg, Uſk, Parret, and the navigable branches of ſome of them. In the adjacent grounds there is abundance of coal, which enables the inhabitants to have very extenſive works of bottle glaſs, and white or flint glaſs; earthen ware, plain and enameled; braſs works, the oldeſt in England, wherein are made all kinds of utenſils for domeſtic uſe, and alſo for exportation, chiefly to Guinea, and alſo braſs wire; ſpelter works; iron founderies, where great guns are caſt ſolid, and bored by a drill, as in Carron works, but here the machinery is driven by the power of ſteam; copper founderies; lead works for making ſheet lead, and alſo white lead and red lead, and lead ſhot, which laſt article has a great reputation; extenſive ſugar works; great diſtilleries, much of the produce of which is carried to the Negroes in Africa to pay for their captive brethren. Excellent lime, made from the marble rocks of S^{t}. Vincent's, is alſo exported, and particularly to the Weſt-Indies for the purpoſe of tempering the ſugar liquor.

Broadstairs, (*Kent, E.*) a town with a harbour near the North Foreland. Some ſhips were employed in the Greenland fiſhery, but that buſineſs has not ſucceeded. Many veſſels are built here.

Bromsgrove, (*Worc. E.*) a town with manufactures of woolen and linen, and alſo of nails, needles, fiſh-hooks, &c.

Bromwich, (*Staff. E.*) a town with manufactures of locks, gun-locks, nails, and other articles of iron-mongery.

Broomhouse, (*Berw. S.*) a village with a manufacture of paper.

Broseley, (*Shrop. E.*) a village ſurrounded by mines of coal and iron, has great founderies, wherein excellent iron, and great quantities of cannon, are made, together with fire hearths for ſhips, diſtillers, bakers, &c.

Broughton, (*Lan. E.*) a village with ſome trade in woolen yarn.

Bruntisland, (*Fife, S.*) a town with an excellent harbour on the Forth, and great capacity for being a ſeat of commerce and manufactures. But it has little of either worth mentioning, except a ſugar-houſe, ſome ſhipbuilding, and ſome buildings, lately erected, for making red herrings.

Bruton, (*Som. E.*) a large town, with a manufacture of ſtockings, and machinery for throwing ſilk.

Buckhaven, (*Fife, S.*) a maritime village, inhabited by fiſhermen, weavers, and labourers, the deſcendents (according to tradition) of the crew of a Netherland veſſel ſtranded on the coaſt above 200 years ago. Whether there were any women with the firſt ſettlers, we are not told: but they have long been almoſt as careful to preſerve the *purity* of their blood by marrying only among themſelves as the Jews or Hindoos. And they ſtill retain a peculiarity in their language and manners.

Buckingham, a large town, the capital of the ſhire to which it gives name, has manufactures of paper, and lace, in which laſt a great number of the women in the town and adjacent country are employed.

Buckley hill (*Flint, W.*) has pretty extenſive manufactures of ſtone bottles, pans, and other articles of pottery.

Budehaven, (*Corn. E.*) a ſmall town with a harbour, and ſome veſſels employed in trading to Ireland and to ſeveral ports of England.

Builth, or Bualt, (*Breck. W.*) a town on the River Wye with a manufacture of ſtockings. There are ſalt ſprings near it.

Bunaw, (*Arg. S.*) a village on the ſhore of Loch Etive, with a quay at which veſſels load pig iron, made in the place from imported iron ore, and alſo bark, kelp, and ſalmon, for Liverpool, Ulverſton, and Whitehaven.

Burford, (*Oxf. E.*) a ſmall town with ſome manufactures of duffles and rugs, and a good market for corn.

Burgh head, (*Elg. S.*) a village with a ſmall harbour, capable of being much improved at a ſmall expenſe, at which corn is ſhipped, and coal landed.

Burlington. See Bridlington.

Burnham, (*Norf. E.*) a market town, and ſeveral villages of the ſame name, all with ſome diſtinguiſhing additions, have a harbour which is a creek of Wells, where conſiderable quantities of corn are ſhipped.

Burnley, (*Lan. E.*) a ſmall town near the confines of the woolen and cotton manufactures, with a ſhare of both.

Burrowbridge, (*York, W. R.*) a town on the River Ure, with a manufacture of hardware.

Burslem, (*Staf. E.*) a village in which the manufacture of earthen ware was carried on in its original rude ſtate. See Potteries.

Burton upon Trent, (*Staf. E.*) a conſiderable town, particularly famous for its ale, which is carried to all parts of the world. It has alſo iron forges and manufactures of ironmongery, and of hats, ſome light woolen ſtuffs, and the extenſive cotton manufactures of Meſſieurs Peel, Yates, and Co. Burton has the advantage of navigable communication with all parts of the country, by its own

* Inſtead of ſaying, a veſſel lie at ſuch a wharf or ſtairs, as in London, her place, or birth, is marked by the number of the crane at which ſhe lies.

river, part of which is rendered navigable by art, and by the grand trunk canal, one of the earlieſt canals made after the beneſits of inland navigation began to be generally underſtood.

Bury, (*Lan. E.*) a large and proſperous town on the River Irwell, has very extenſive manufactures for ſpinning, weaving, and printing, cotton goods of all kinds, conducted by Sir Robert Peel and others. Some woolen goods are alſo made here.

Bushey, (*Renf. S.*) a ſmall village on the Water of White Cart, with two cotton mills.

Buxton, (*Derb. E.*) a town in the Peak country, with a manufacture of cotton. But the chief buſineſs of the place is the entertainment of ſtrangers, who viſit it on account of the mineral waters, or for viewing the natural curioſities of the country.

Caerfilly, (*Glam. W.*) a town ſurrounded by coal and iron ore, has manufactures of blankets and ſtockings.

Caerleon, (*Mon. E.*) ſituated on the Uſk, about three miles above Newport, was once a magnificent city, but now dwindled to a poor village. It is preſerved from utter deſolation by a tin work, an iron forge, and a little coaſting intercourſe with Briſtol, which, though it is about five miles from the ſea, it enjoys by favour of the tide, which flows remarkably high in all the rivers of the Briſtol channel.

Caledon, (*Tyr. I.*) a village on the Blackwater, inhabited and ſurrounded by weavers and bleachers, who are generally alſo farmers.

Calendar, (*Perth, S.*) a new village, in which there are about 100 looms employed in weaving cotton goods. Many of the women ſpin wool for Stirling, and flax for Glaſgow; and the girls are employed in tambouring. Some years ago many pearls were found in the River Teith; but the immoderate induſtry of the gatherers has almoſt extirpated the ſpecies of the muſſel which breeds them.

Calne, (*Wilt. E.*) a neat little town, with a ſhare of the fine clothing trade.

Cambridge, an antient city, giving its name to the ſhire, has ſome buſineſs in ſending butter, put up with a ſlight ſprinking of ſalt, to London. The expenditure of the ſtudents at the univerſity furniſhes the principal employment and ſubſiſtence of the inhabitants. Stourbridge, or Sturbich, fair, held in September under the authority of the magiſtrates of Cambridge, is ſtill famous for the ſale of wool, cheeſe, hops, horſes, &c. though here, as in other fairs, leſs buſineſs is done now than formerly.

Cambus, (*Clac. S.*) a village with a pretty good harbour in the mouth of the River Dovan, having 9 feet in neap tides, and 13½ in ſprings, and capable of being further deepened and improved.

Campbeeltown, (*Arg. S.*) a town near the ſouth end of Kentire, with an excellent harbour, guarded by a ſmall iſland at the entrance, and having from 6 to 10 fathoms of water. At the diſtance of three miles there is a mine of coal, which is carried to the town by a canal. The herring fiſhery, and the works connected with it, are the principal objects of attention. The pernicious diſtillery of ardent ſpirits, and ſpinning for diſtant manufactures, were the only other branches of induſtry here, till the manufacturers of Glaſgow began to ſend hither cotton yarn to be woven, and muſlins to be tamboured.

Camden, (*Glouc. E.*) a ſmall town, with a manufacture of knit ſtockings, and ſome mills for throwing ſilk.

Campsie, (*Stirl. S.*) a village with two very flouriſhing print-fields, ſome weaving of cotton, &c. Theſe new branches have entirely aboliſhed the antient manufacture of Campſie grey, which was a good and ſerviceable woolen cloth made by domeſtic induſtry.

Canterbury, (*Kent, E.*) is an antient city, the archiepiſcopal ſee of the primate of all England, and a county of itſelf. This city formerly derived great emoluments from the reſort of pilgrims from all countries to worſhip at the ſhrine of S^t^. Thomas. Being deprived of that lucrative trade by the change of religion, Canterbury ſeems to have had little employment for its people, till the revocation of the edict of Nantes drove many induſtrious French artiſans into this country, ſome of whom eſtabliſhed manufactures of ſilk goods here. The ſilk trade having lately declined, ſome manufactures of cotton goods, and ſilk and woolen mixt goods, have been ſet up. The adjacent country abounds with hops.

Cappoquin, (*Wat. I.*) a large village, about 15 miles above Youghall on the Blackwater, which is navigable to it.

Cardiff, (*Glam. W.*) a town near the mouth of the Taff, which carries veſſels of 200 tuns up to it, has a tolerable harbour, and a good trade in carrying caſt and wrought iron to London and other places. The canal between Merthyr Tydvil and this place is likely to be of great ſervice to the trade of both.

Carbigan, the capital of the ſhire of the ſame name, ſituated on the north ſide of the Tyvie, about three miles from the ſea, has a good harbour, in which large quantities of lead are ſhipped.

Carlile, (*Cumb. E.*) a ſmall city, incloſed with walls, has manufactures of checks, printed cottons, oſnaburgs, and other coarſe linens; and it is alſo noted for fiſh-hooks, whips, and ſhamoy or oiled leather.

Carlingford, (*Louth. I.*) a town on the ſouth ſide of a bay, which makes a ſafe and good harbour for the largeſt ſhips, and ſtill retains the name of Carlingford bay, though the town has loſt its trade, and is now only noted for good oyſters.

Carlinwark. See Castle Douglas.

Carlow, or Catherlough, the capital of an Iriſh county of the ſame name, is a pretty large town, ſituated on the Barrow, a navigable river, but with little trade.

Carmacoup. See Douglas.

Carmarthen, the capital of a Welſh county named from it, ſituated on the Towy, which carries veſſels of 100 tuns up to it, by favour of the high tides uſual in the Briſtol channel, though it is 8 or 9 miles up the river, and thereby enables it to have ſome coaſting and inland trade.

CARNARVON, alſo the capital of a Welſh county called by its name, has a pretty good harbour on the Strait of Menai, but very little trade.

CARNEW, (*Wick. I.*) a village ſituated in a county occupied by makers of linens and coarſe woolen cloths.

CARRICK, (*Leit. I.*) a town ſituated on the Shannon, which, with the adjacent country is riſing into proſperity by the increaſe of the linen manufacture.

CARRICK, (*Tip. I.*) a town on the Suire, near 20 miles above Waterford, is a conſiderable town, with a manufacture of woolen cloths of a kind called rateens. Sailing veſſels can go up to it from the ſea.

CARRICKFERGUS, (*Ant. I.*) a town inveſted with the privileges of a county, ſituated on the north ſide of a bay, which uſed to be called Carrickfergus lough. But as the trade, which was once pretty conſiderable has moſtly removed to Belfaſt, the bay has alſo taken its name, and is now generally called the Lough of Belfaſt.

CARRICKMACROSS, (*Mon. I.*) a thriving town, with a ſhare of the linen trade.

CARRON WORKS, (*Stirl. S.*) the greateſt iron-works in Europe, conducted by the greateſt company ever aſſociated for carrying on a manufacture. For giving motion to the machinery of this vaſt eſtabliſhment, the company have the command of the whole force of the River Carron, which alſo brings their ore, coal, and other materials, up to the works, and carries off the manufactured goods, without any cartage. Cannon are caſt ſolid, and bored by drills turned by the river; and not only the Britiſh government, but every power in Europe, has been ſupplied with them. There is alſo a ſhorter kind of cannon, of a proportion between a great gun and a howitzer, invented in the year 1752 at the fort on Cove iſland in the harbour of Cork by General Melville, firſt made here in 1779 by Mr. Gaſcoigne, director of the works, and now well known over all the world by the name of carronades. Pipes, cylinders, boilers for ſugar-works, ballaſt for ſhips, ſtove grates, which are now in almoſt every apartment in the Britiſh dominions where coal is burnt, and, in general, every article that can be made of caſt iron, are made in great perfection at theſe works. There are alſo forges for making anchors of all ſizes, anvils, and other heavy articles; machinery for making malleable iron, and plating iron. Above 140 tuns of coal are expended every day, and about 1000 men are employed in time of peace, but a much greater number in war *.—In the neighbourhood there is a large manufacture of nails, and ſeveral others on ſmaller ſcales.

CASTLEBAR, (*Mayo, I.*) an inland town, riſing to importance by the linen manufacture.

CASTLE BELLINGHAM, (*Louth, I.*) a neat village on Dundalk bay, with ſome linen trade, and noted for the beſt ale in Ireland.

CASTLEBLANEY, (*Mon. I.*) a village with a thriving linen trade.

CASTLECOMER, (*Kilk. I.*) a ſmall inland town, near extenſive mines of hard coal, valuable for ſmith's work, which is carried to diſtant parts of the country by land carriage.

CASTLE DOUGLAS, (*Kirk. S.*) a burgh town (formerly a village called Carlinwark) lately raiſed to ſome importance by the eſtabliſhment of two cotton works. The country around is much improved by a navigable canal between Carlinwark loch and the River Dee, whereby marle is carried in boats up as far as New Galloway, 15 miles above the canal.

CASTLEMAIN, (*Ker. I.*) a town on the River Mang, which carries boats up to it from a land-locked bay, called Caſtlemain harbour.

CASTLESHANE, (*Mon. I.*) a village in the linen trade.

CASTLETOWN, (*Mann*) the ſeat of the government of the iſland, has a few veſſels and a little trade. Its harbour, ſituated at the head of a rocky bay, is a creek of Derby, which, with ſome other creeks, has ſcarcely a third of the ſhipping poſſeſſed by any one of the three other ports of the iſland.

CATRINE, (*Ayr, S.*) a village on the River Ayr, erected in the year 1787 by Mr. Alexander, the proprietor of the ground, and Mr. Dale of Glaſgow, the patriotic and beneficent father of the cotton-ſpinning trade in Scotland. It contains a twiſt mill and ſpinning jennies, all driven by water taken from the river: and there are a number of weavers employed by the manufacturers of Glaſgow and Paſley. In the year 1793 the village contained 1601 perſons: but the number has ſince fallen off. —The proprietors have provided the inhabitants with graſs for cows, ground for potatoes, gardens, a public walk, a church, a ſchool, and, in order to reſtore the uſe of ale inſtead of whiſky, a brewery. In conſequence of theſe benevolent meaſures, the people are remarkably healthy and orderly, and their good example has a happy influence in the neighbouring country †.

CELLARDIKE, (*Fife, S.*) in the proſperous days of the fiſhery in the Firth of Forth was a place of conſiderable trade and population. It may now almoſt be called a deſerted village.

CHARLEMONT, (*Arm. I.*) a town on the Blackwater, which is navigable thence to Lough Neagh, has ſome ſhare of the linen trade.

CHARLESTOWN, (*Corn. E.*) a village, formerly called Polmere, and containing only three or four ſmall houſes, has lately been improved by Mr. Raſhleigh, the proprietor, to a pretty good town, with a

* Nimmo, in a work which he calls *A general hiſtory of Stirling-ſhire, p.* 462, ſtates the number at 'near two thouſand people,' including apparently thoſe employed in the coal mines, ſtone quarries, charring works, &c. as well as thoſe within the walls of the works.

† As many attempts have been made to repreſent manufacturing eſtabliſhments as not only ruinous to agriculture, to which they are evidently a great ſupport, but alſo as ſeminaries of vice and immorality, and nurſeries of diſeaſe, ſuch examples of philanthropy and true patriotiſm ought to be made as public as poſſible.

pier and dock capable of receiving large ſhips, being ſituated on a commodious bay in the Channel. He erected warehouſes for fiſh, and eſtabliſhed a manufacture of thread. Many veſſels are built here; and large quantities of ore, granite ſtone, and china ſtone for the potteries, are ſhipped from this thriving port for Liverpool, Briſtol, Staffordſhire, &c.

CHARLESTOWN, (*Fife, S.*) a village with a good harbour for ſhips of 300 tuns, where from 30 to 50 veſſels are uſually waiting for their turns of being loaded with lime of an excellent quality, made at the kilns erected in 1777 by the earl of Elgin, which are believed to be the moſt extenſive works of the kind in Great Britain. Iron-ſtone is alſo ſhipped for Carron.

CHATHAM, (*Kent, E.*) a town adjacent to Rocheſter, entirely occupied by the royal dock-yard, ſtore-houſes, rope-walks, and other departments neceſſary in building, equipping, arming, and repairing, ſhips of war.

CHEADLE, (*Staf. E.*) a town ſituated in a country abounding with coal, has manufactures of iron, copper, and braſs.

CHEDDER, (*Som. E.*) a village famous for its cheeſe. It has alſo a manufacture of paper; and many of the people of the neighbourhood are employed in ſpinning yarn and knitting it into ſtockings.

CHELTENHAM, (*Glouc. E.*) a town of little buſineſs, except in making malt, has lately become a place of faſhionable reſort in conſequence of his Majeſty's viſit to it in the year 1788 for the ſake of the mineral ſpring.

CHEPSTOW, (*Mon. E.*) a large and handſome town on the weſt ſide of the Wye, two miles above its junction with the Severn, has the benefit of the tide in the Britiſh channel, which raiſes the water 52 feet at this town *. The inhabitants are induſtrious and enterpriſing, and deal largely in corn and other proviſions, the produce of the fertile ſurrounding country. Many veſſels are built here; ſome of them very large for the Baltic trade.

CHERTSEY, (*Sur. E.*) a town on the ſouth bank of the Thames, with manufactures of malt, thread, iron hoops, and bricks, which are ſent to London by the river.

CHESTER, the capital of the ſhire named from it, is an antient city, containing about 15,000 inhabitants, which has long had a conſiderable trade with Ireland. About a million of yards of Iriſh linen are ſold at each of the fairs held in July and October: and, for the accommodation of this trade, a new hall, containing 111 ſhops in a ſpacious oblong ſquare, was erected in the year 1778. York-ſhire cloths, Welſh flannels, cheeſe, horſes, cattle, &c. to a large amount, are alſo ſold at the fairs. Great quantities of cheeſe are ſhipped for London, and the carriage of them, and the intercourſe with Ireland, conſtitute the principal ſhipping trade of the place: for Cheſter is too near Liverpool to have a great trade by ſea, though veſſels from 100 to 500 tuns, remarkable for ſtrength and beauty, are built here, entirely of Britiſh oak. Neither is there much ſpirit for manufactures, the chief of which are a ſmall cotton work, a needle manufactory, and two iron founderies.

CHESTERFIELD, (*Derb. E.*) a thriving and populous town, has manufactures of carpets, ſtockings, and woolen ſtuffs; and in the neighbourhood there are iron founderies and potteries. There is a navigable communication with Hull by a canal, which joins the Trent below Gainſburgh.

CHICHESTER, (*Suſſ. E.*) an antient city, ſituated on the River Lavant, which brings ſmall veſſels up to it; but large ones muſt diſcharge two miles lower. The merchants have ſome foreign trade; but moſt of the veſſels are employed in coaſting, and carrying corn to London. There are manufactures of baize, coarſe cloth, and blankets; and many veſſels are built in the river.

CHIPPENHAM, (*Wilt. E.*) a town on the Avon, with a good ſhare of the fine clothing trade.

CHIPPING NORTON, (*Oxf. E.*) has manufactures of horſe cloths and ſome other ſtuffs.

CHORLEY, (*Lan. E.*) a town in the cotton manufacture, the great ſtaple of the ſouth part of Lancaſhire. There are lead mines in the neighbourhood, and the whole country is full of coal.

CHRISTCHURCH, (*Hamp. E.*) a town ſituated at the mouth of the Avon, oppoſite to the junction of the Stour with it, and on a little bay opening to the Channel, which makes an indifferent harbour, the entrance being obſtructed by a bar. There is ſome coaſting trade. Gloves and ſilk ſtockings are the chief articles of manufacture.

CHURCH STRETTON, (*Shrop. E.*) a town with a market for wool and hops, has a manufacture of coarſe linens.

CIRENCESTER, (*Glouc. E.*) an antient town, with a ſhare of the fine clothing trade, and a very great market for wool †.

CLACKMANNAN, a village which gives its name to a ſmall ſhire. The only branches of induſtry are working the coal mines and ſpinning.

CLARA, (*King. I.*) a village ſurrounded by a linen country.

CLARE, (*Clare, I.*) a village ſituated on the River Fergus, has ſome coaſting trade, and is ranked as a port in the cuſtom-houſe, though ſometimes it has not a ſingle veſſel belonging to it.

CLAY. See BLACKNEY.

CLELAND. See OMOA.

CLEUGH IRON-WORKS. See WILSONTOWN.

CLIFTON, or TIENDRUM, (*Perth, S.*) a village

* Common report, which ſeldom ſtops ſhort of the marvellous, makes the riſe of the tide in the Wye and other rivers of the Briſtol channel ſixty, and even ſeventy, feet. But that the greateſt height does not exceed *fifty-two* feet at Chepſtow, has been aſcertained by an able engineer.

† In the year 1720 it was thought worthy of remark, that Cirenceſter had a ſtage coach which went to London. [*Mag. Brit. V.* i, *p.* 797] In the preſent day a town without a ſtage coach to London may rather be an object of remark.

believed to be the higheſt inhabited ground in Scotland *, the people of which are employed in working a lead mine.

CLITHERO, (*Lan. E.*) a town on the River Lone, with a ſhare of the cotton manufacture.

CLONEGALL, (*Carl. I.*) a village with manufactures of linen and coarſe woolen cloth.

CLONES, (*Mon. I.*) an improving town, with the linen manufacture ſpread around it.

CLONMELL, the capital of the county of Tipperary, is a large town, ſituated on the River Suir, which, by means of the tide, carries large boats up to it, and even beyond it. There are flouriſhing manufactures of woolen and cotton goods.

CLONMINES, (*Wex. I.*) a town at the head of a little bay, has had mines of lead and ſilver, which are now exhauſted or neglected; and the place has conſequently decayed.

CLOVELLY, (*Dev. E.*) a maritime town on the Briſtol channel. The chief buſineſs is the herring fiſhery during the ſeaſon.

CLYDE iron-works, (*Lan. S.*) on the north bank of the Clyde, about 4 miles above Glaſgow, were eſtabliſhed in the year 1786, in a country full of coal and iron-ſtone. They are conducted on a very large ſcale, being, at leaſt of the iron-works in Scotland, next to Carron works. Great guns, bored out of the ſolid as at Carron, and all other kinds of caſt work, are made here. Pig iron is alſo made into bars.

COAGH, (*Tyr. I.*) a village near the weſt ſide of Lough Neagh, with a ſhare of the linen manufacture.

COALBROOK DALE, (*Shrop. E.*) a large thriving village on the north-eaſt bank of the Severn, animated by a very flouriſhing eſtabliſhment of works for making bar iron, and a variety of articles of caſt iron. A bridge, made of caſt iron, conſiſting of only one arch, which admits ſailing veſſels to paſs under it, was thrown over the river in the year 1779, and is famous as the firſt ſpecimen of that conſtruction.

COAL ISLAND, (*Tyr. I.*) a village with a mine of coal, which, by the help of a canal, is conveyed into the Blackwater, and thence by Lough Neagh to various parts of the country.

The COAL-WORKS of the counties of Northumberland and Durham, according to an account made up in the year 1792 †, employed the following numbers and deſcriptions of people.

On the River Tine.

Men and boys, employed under and above ground, to work the coals, convey them to the river, and put them into the keels	6,704
Fitters, with their clerks and runners	103
Keel-men, with their boys and coal boatmen	1,547
Trimmers, ballaſt-heavers, &c.	1,000
Pilots and foymen	500
Seamen onboard the ſhips which carry the coal to market	8,000
Carpenters, ropers, ſmiths, ſail-makers, &c. employed in repairing the keels and ſhips	946
Purveyors of proviſions and ſtores for the keels and ſhips, &c.	1,100
Coal-factors, merchants, clerks, lighter-men, meters, coal-heavers, car-men, porters, &c.	2,000
	21,900
Families of the above men, eſtimated at	16,575
Total perſons ſupported by the coal-works on the Tine	38,475

On the River Were.

Employed under ground	3,000
Bank-men 50, carriers 50, heap-ſhovelers and wailers 200	300
Blackſmiths and wrights	260
Viewers 20, overmen and deputies 80	100
Agents 20, clerks 20	40
Gin-drivers 80, horſe-keepers 40	120
Engine-men and brake-men for machines	60
Waggon-men 500, creaſers for waggon-ways 80	580
Staithmen 20, off-putters &c. 40, loaders 100	160
Keel-men, boys, &c.	1,000
Fitters 60, clerks 100	160
Caſters, trimmers, ballaſt-men, coal boatmen	1,200
Pilots and foymen	100
Seamen onboard the ſhips which carry the coals to market	5,500
Carpenters, ropers, &c. for repairing keels and ſhips	660
Purveyors of proviſions and ſtores for keels and ſhips, &c.	600
Coal-merchants, clerks, lighter-men, &c. in the ſeveral ports (excluſive of London, which is chiefly ſupplied from the Tine,	1,160
	15,000
Families of the above men, eſtimated at	11,250
Total perſons ſupported by the coal-works on the Were	26,250

The coal-works in Cumberland and thoſe in the Firth of Forth are ſuppoſed to employ above 6,000 pit-men, labourers, and ſeamen, whoſe families may be eſtimated at 4,500 perſons.

Thus do theſe branches of the coal trade ſupport above 75,000 perſons. Coal is alſo ſhipped, to a very conſiderable amount, in the Briſtol channel, in

* The Gaelic name, Tiendrum, ſignifies the houſe of the ridge, or back-bone, of the country.

† Theſe accounts are taken from Letters addreſſed to the Right Honourable William Pitt, on the taxes on coal, 1793, pp. 16—20.

Lancaſhire, and in the Firth of Clyde. There is, moreover, a prodigious conſumption of coal in all parts of the country where there are great manufacturing eſtabliſhments, the ſituation of which is generally fixed in conſequence of the abundance of that indiſpenſible fuel, which has alſo of late become the prime mover of the heavy machinery in many manufactures in conſequence of the great improvements made upon ſteam engines by Mr. Watt.

The following general ſtatement of the amount of capital inveſted in the coal trade of Northumberland and Durham is believed to be nearly correct.

50 collieries, with the keels	£1,030,000
Shipping	1,400,000
and the capital of the coal-buyers and factors in London is believed to exceed	700,000
Total	£3,130,000

Cockermouth, (*Cumb. E.*) a conſiderable town at the confluence of the Cocker and Derwent, has ſome manufactures of light woolen goods, hats, linen, and leather.

Coggeshall, (*Eſſ. E.*) a town on the Blackwater, with manufactures of baize and ſay, which have ſupplanted the antient woolen goods, called Coggeſhall whites.

Colchester, (*Eſſ. E.*) an antient, large, handſome, and populous, town, ſituated on the ſouth bank of the River Colne, about ten miles from its mouth, which is a large eſtuary capable of receiving a very numerous fleet. Large ſhips can come within about three miles of the town, and ſmall veſſels quite up to it. The chief articles of manufacture are baize, ſay, ſerge, and ſome other woolen goods, which give employment to all the adjacent country in weaving or ſpinning: and great quantities of them are exported to Spain and other countries. About 100 looms are employed in ſilk goods.

Coleraine, (*Lond. I.*) a town ſituated on the River Bann near the ſea, and in the heart of the linen manufacture, in which, and the fiſhery, moſt of the people are employed.

Collercots, (*Northumb. E.*) is a ſmall tide harbour, a little way north from the Tine, made by private proprietors for the convenience of ſhipping their coals.

Collon, (*Louth, I.*) a neat thriving village, with manufactures of brown linen, muſlin, and thread.

Colne, (*Lan. E.*) a town on the confines of the woolen and cotton manufactures, with a ſhare of both. The woolens are chiefly of the kinds made of long wool, called worſted ſtuffs; and there is a hall for the ſale of them.

Columbton, (*Dev. E.*) a town with a manufacture of ſerges and other woolen ſtuffs.

Comb Martin, (*Dev. E.*) a ſmall town on the Briſtol channel, with a harbour for boats. It had mines of tin, and lead rich in ſilver: but they are now exhauſted or neglected.

Congleton, (*Cheſ. E.*) a good town, with manufactures of ſilk, and cotton, goods, and alſo gloves and purſes.

Cookstown, (*Tyr. I.*) a village inhabited and ſurrounded by linen weavers.

Cootehill, (*Cav. I.*) a town with a conſiderable market for linen.

Corf castle, (*Dorſ. E.*) has ſome coaſting trade at its haven with flat paving ſtones, called Purbeck ſtone from the adjoining country: and ſome knit ſtockings are made here.

Cork, a large and flouriſhing city, containing about 73,000 inhabitants, is a county of itſelf, and alſo gives its name to the largeſt county in Ireland. It lies on both ſides of the River Lee, which carries veſſels of 120 tuns up to quays in the city. The harbour is a large bay, divided by ſeveral iſlands into a number of channels, wherein a great fleet of veſſels may lie perfectly ſafe. Cork, is the commercial capital of the ſouth part of Ireland, and exports prodigious quantities of beef, pork, butter, and other articles of ſalted proviſion, together with a conſiderable quantity of corn, and alſo ſome linen. With ſo great a trade, the port owns comparatively very little ſhipping, the proviſions being moſtly taken in by veſſels which call in their way to the Weſt-Indies, &c.

Cosham, (*Wilt. E.*) a ſmall town in the manufacture of ſuperfine cloth.

Coventry, (*War. E.*) a large and populous city, with manufactures of camlets and gauzes, and a cotton factory. But the place is chiefly famous for its ribands, which are carried to all parts of the world.

Cowes, (*Hamp. E.*) a town, or two towns with the addition of Weſt and Eaſt, on both ſides of the River Medina, and the chief port of the Iſland of Wight, has a good coaſting trade, and in plentiful years exports corn to Spain and Portugal. But the chief buſineſs of the place is created by landing and reſhipping ſuch goods as are by law obliged to be landed in a Britiſh port, before they can be carried to any foreign country, and by ſupplying the various wants of the veſſels. Many good veſſels are built here.

Crail or Carail, (*Fife, S.*) an antient burgh, which about 100 years ago was the chief ſtation of the herring fiſhery in the Firth of Forth, and of the various branches of buſineſs connected with it. Since the herrings ceaſed from viſiting the Firth regularly, the harbour has been neglected, few or no veſſels have been built, and the trade of the place is reduced to a trifling manufacture of oſnaburg and coarſe brown linen.

Cramond, (*Edin. S.*) a thriving village at the mouth of the River Amund, has a ſlitting mill for iron, and very conſiderable manufactures of iron and ſteel, which are made into a great variety of articles; and theſe give employment to a few ſloops belonging to the harbour, which is a creek of the port of Leith.

Cranston, (*Edin. S.*) a ſmall village, with a manufacture of tar, pitch, oil, volatile ſpirits, hartſhorn, and varniſh, all extracted from coal by the proceſs invented by the earl of Dundonald.

CRAWFURD'S DIKE, (*Renf. S.*) a ſmall town near the eaſt end of Greenock, with a good harbour for coaſting veſſels, much more antient than thoſe of Greenock and Portglaſgow.

CREDITON, (*Dev. E.*) a ſmall town, with a manufacture of ſerges.

CREETOWN, (*Kirk. S.*) a thriving little town at the mouth of the River Cree, has ſeveral ſmall veſſels employed in the coaſting trade, and particularly in carrying ſhells for manure. Some cotton-ſpinning and other manufactures have been eſtabliſhed, but not very extenſive.

CRICKLADE, (*Wilt. E.*) a town only noted as being at the very head of the navigable water of the Thames, which, by the junction of the Churn, becomes capable of carrying boats.

CRIEF, (*Perth, S.*) an inland town on the border of the Highlands, formerly famous for a great market for Highland cattle, which are now ſold at Falkirk and Doune. There are manufactures of lintſeed oil, paper, ſileſias and other linens, woolen cloth, drugget, worſted ſtuffs, and tanned leather: and of late the ſpinning and weaving of cotton goods, and tambouring have been introduced.

CROMARTY, a ſmall town, the capital of the ſmalleſt ſhire in the three kingdoms, is ſituated on the ſouth ſhore of a noble firth, capable of containing ſome hundreds of large ſhips in ſafety *. A good quay at the town can receive a veſſel of 350 tuns. With theſe advantages Cromarty has little buſineſs worth noticing, except a pretty conſiderable manufacture of bagging for cotton and coals, belonging to a company in London, which employs 200 people within the walls and a number of ſpinners in the neighbourhood.

CROMER, (*Norf. E.*) a fiſhing village, with a very indifferent landing place on the beach, though it is believed to have once had a good harbour.

CROMFORD, (*Derb. E.*) a village near ſome lead mines, but more diſtinguiſhed by the extenſive cotton works eſtabliſhed by the late Sir Richard Arkwright, the father of the improvement and extenſion of the cotton manufacture in this country, and of the extenſion of the cultivation of cotton throughout the world.

CROMWELL PARK, (*Perth, S.*) the ſeat of a cotton mill, and a very extenſive print-field.

CRONEBANE, (*Wick. I.*) a village with very extenſive mines of copper, and a mineral water which produces copper.

CROYDON, (*Sur. E.*) a village with a woolen manufacture on a ſmall ſcale, which was more extenſive a few years ago. There is alſo a cotton manufactory.

CROYLAND, or CROWLAND, (*Linc. E.*) an antient monaſtic eſtabliſhment, ſurrounded by fens. Its trade now conſiſts in carrying to market prodigious numbers of ducks and other aquatic birds, caught in the decoys, and alſo in carrying freſh-water fiſh alive to London in ſcuttled buts by land carriage.

CULLEN, (*Bamf. S.*) a ſmall town on the ſhore of the Moray firth. About the year 1748 the linen manufacture was eſtabliſhed here by the exertions and influence of the earl of Findlater, then at the head of the board of truſtees for the encouragement of the linen and hempen manufactures. The kinds made are chiefly coarſe linens, long lawns, and ſome table linen. The buſineſs has lately fallen off a good deal.

CULROSS, (*Perth, S.*) an antient town on the north ſide of the Firth of Forth, with an indifferent harbour, at which coal and ſalt are ſhipped: but there is no foreign trade. The extraction of tar from coal was firſt practiſed here by Lord Dundonald. Some linen, cotton, and woolen goods are made; and many girls are employed in flowering and tambouring muſlin. Moſt of the weavers have gardens, to which and the healthy ſituation of the place may be aſcribed the longevity of the inhabitants, it having been repeatedly remarked that there are more old people here than in moſt other communities.

CUMNOCK, (*Ayr, S.*) a village, where ſome muſlins and other cotton goods, and ſome woolen goods, are manufactured, and alſo a conſiderable quantity of ſhoes.

CUPAR OF ANGUS, (*Forf. S.*) a ſmall inland town, where ſome coarſe linen and pack-ſheeting are made.

CUPAR OF FIFE, a neat inland town, the capital of the ſhire, with a ſhare of the manufacture of brown linens, ſileſias, &c. which are ſent to London, Glaſgow, and other places.

DALBEATY, (*Kirk. S.*) an inland village near the Urr, on which river there is a port, called Dalbeaty port, or Dub of Haſs, to which veſſels of 60 tuns, by the help of ſpring tides, carry up lime, coal, &c. and carry off corn and other produce. A paper manufacture is the only one of any conſequence.

DALKEITH, (*Edin. S.*) a ſmall town, wherein ſome years ago there appeared a proſpect of a woolen manufacture, which has not become conſiderable. Many girls are employed in tambouring. The weekly corn market is reckoned the greateſt in Scotland.

DALNOTER, (*Dunb. S.*) a village on the Clyde, at the end of the great canal, with conſiderable iron-works.

DALRY, (*Ayr, S.*) a village wherein formerly many people were employed in ſilk manufactures, but now only about 50. But there are above 200 employed in weaving cotton goods, and many in cotton-ſpinning works.

DANTSEY, (*Wilt. E.*) a village and manor, the whole of which is occupied by dairy farmers, and produces excellent cheeſe, known by the name of North Wilt-ſhire.

* It has been uſual to deſcribe the Firth of Cromarty as capable of receiving all the Britiſh navy. That could only be true when there were not near half ſo many ſhips in the navy as there are now. They who ſaid ſo probably looked at the extent of water repreſented in the map, without knowing that the bays on both ſides are very ſhallow.

DARLINGTON, (*Dur. E.*) a town in the center of the moſt conſiderable linen manufactures in England. The articles are damaſks, diapers, huckabucks, checks, ſheetings, and ſome fine linens. There are alſo manufactures of tammies, moreens, harateens, and other fabrics, in which the long wool, which abounds in this country, is uſed. There are alſo three mills for ſpining linen yarn, one for grinding optical glaſſes, a foundery, &c.

DARTMOUTH, (*Dev. E.*) a town on the Channel, of conſiderable home and foreign trade. Many of the merchants are rich, and thence it has handſome buildings, though rather inconveniently ſeated on a hill. Its harbour, formed by the mouth of the River Dart, is large, commodious, and ſafe, and protected by forts. The Newfoundland fiſhery, and the pilchard fiſhery, with the trade to Spain, Portugal, &c. as connected with them, together with ſhip-building, and the buſineſſes connected with it, employ and enrich the inhabitants.

DEAL, (*Kent, E.*) though a maritime town, and carrying on ſome foreign and coaſting trade, has no harbour but the roadſtead in the Downs. As moſt veſſels, whether outward or homeward bound, anchor in the Downs, the reſort of ſeafaring people and others connected with the ſhipping, and alſo of ſummer viſitors, makes a briſk circulation of money. The ſeamen here are very active and ſkilful in giving aſſiſtance to veſſels in diſtreſs; and cables, anchors, and other ſtores neceſſary for ſuch caſes, are conſtantly kept in readineſs.

DENBIGH, a neat little town, the capital of the Welſh ſhire of the ſame name, has a manufacture of ſhoes, gloves, and other things made of leather.

DENGY, (*Eſſ. E.*) the chief town of a marſhy hundred, has a trade in cheeſe of an indifferent quality.

DENT, (*York, W. R.*) a ſmall town in the north-weſt corner of York-ſhire, where ſtockings knitted by the women are the chief manufacture.

DEPTFORD, (*Kent, E.*) a conſiderable town on the ſouth ſide of the Thames, contiguous to Redriff, which may be reckoned a part of Southwark. The dock-yards for building ſhips of war, with the ſtore-houſes and work-ſhops of various kinds, connected with them, employ moſt of the inhabitants.

DERBY, the capital of the ſhire of the ſame name, a well-built town containing about 8,000 inhabitants, has a good trade in corn and malt, and is noted for ale. The marbles and petrifactions of the adjacent Peak country afford employment to many hands in forming them into a variety of fancy articles. But the chief buſineſs of the place is organzining, throwing, or twiſting, ſilk, which was introduced in the year 1719 by Sir Thomas Lombe, a merchant in London, and his brother, who here erected the firſt twiſt mills in England, made from a model he had clandeſtinely obtained in Italy *. There are now twelve ſuch mills in Derby, which give bread to about 1,000 people, moſtly women and children, and are in a great meaſure employed in twiſting Bengal ſilk for the Eaſt-India company. About 500 people, young and old, are employed in three cotton mills. About 100 make ſilk, and worſted, ſtockings. A paper mill has about 50 hands, and a porcelain manufactory about 60. The River Derwent brings barges up to the town.

DEVIZES, (*Wilt. E.*) a town, moſtly built with wood, has a manufacture of ſerges, not ſo extenſive as formerly, and a good market for corn and malt.

DEVON. See DOVAN..

DINGLE, (*Ker. I.*) a town ſituated at the head of a ſmall bay, which forms its harbour, and is a branch of a ſpacious bay opening to the Atlantic ocean. It was formerly a commercial port of ſome note, and has now ſome trade in butter and linen. Chryſtals and amethyſts are found on the adjacent ſhore.

DISS, (*Norf. E.*) a neat little town, with manufactures of hempen and linen cloth, woolen yarn, and hoſiery.

DOLGELLY, (*Mer. W.*) a ſmall town, with a manufacture of undyed woolen cloths, called white plains.

DONAGHADEE, (*Down. I.*) a ſmall port town, where the packets for the conveyance of letters, paſſengers, and cattle, to and from Portpatrick are eſtabliſhed.

DONAGHY, (*Tyr. I.*) a village inhabited and ſurrounded by linen-weavers.

DONCASTER, (*York, W. R.*) a large town on the River Don, Daune, or Dun, by the navigation of which it has a communication with Hull and other parts of the country. Some branches of the hoſiery buſineſs ſeem to be the only manufactures of the place.

DONEGAL, a town at the head of a fine bay on the north-weſt coaſt of Ireland, to which, and to the county it lies in, it gives name, is a place of little trade.

DORCHESTER, (*Dorſ. E.*) a large town on the River Frome, chiefly noted for its ale, which is carried to all parts of the world. The adjacent country is covered with ſheep, and there was formerly a very conſiderable manufacture, which worked up all their wool, beſides great quantities of wool and woolen yarn from Ireland, which is now decayed.

DOUGLAS, (*Lan. S.*) a village, which in antient times derived its fame from the martial proweſs of its lords. But the inhabitants are now more uſefully employed in ſpinning and weaving cotton. There is alſo another cotton work at Carmacoup, a little higher upon the Water of Douglas.

DOUGLAS, the largeſt town in the iſland of Mann, containing about 900 houſes, ſeated on the ſide of a river, which, though nearly dry at low water, admits veſſels of good burthen with the tide, and is eſteemed one of the beſt harbours in the Iriſh ſea. This port has more ſhipping and commerce than

* In the year 1732 the parliament gave Sir Thomas Lombe the ſum of £14,000 (an ample fortune at that time) in conſideration of allowing the art of conſtructing his engines to be made public, which, undoubtedly, was the beſt way of rendering it generally uſeful.

any other one in Mann, and, by ſeveral acts of parliament, has the privilege of receiving certain ſpecies of goods, not permitted to be landed in any other part of the iſland. There are ſome manufactures of linen and paper, and houſes for curing herrings.

Doune, (*Perth, S.*) a ſmall town of pretty good houſes, on the River Teith, has two markets annually for cattle, the numbers of which are ſometimes little inferior to thoſe at Falkirk. Doune has been famous for the manufacture of Highland purſes, but ſtill more for that of Highland piſtols, which have been ſold from 4 to 24 guineas a pair, and been ſought after by the princes and nobles of various parts of Europe.

Dovan or (Devon) iron-works, (*Clac. S.*) ſituated on the ſtream from which they take their name, about three miles from Alloa, were eſtabliſhed in the year 1792, in the heart of a coal and iron-ſtone country, and are not built, but dug out of the ſolid rock in the face of a precipitous bank. Pig iron to a pretty large extent is made at them.

Dover, (*Kent, E.*) an antient town, with a tide harbour ſupported at a great expense. Being the neareſt port to the continent, packets for Calais in France ſail from it in time of peace; and the money ſpent by paſſengers is the chief ſupport of the town, which has very little trade or manufactures, except ſhipbuilding and the branches connected with it.

Downham, (*Norf. E.*) a town ſituated on the edge of the fen country, has a quay for barges upon the River Ouſe, from which the corn, butter, &c. of the neighbouring country are ſent down to Lynne.

Downpatrick, a ſmall city at the head of the ſouth branch of Strangford lough, more noted for being the capital of the county of Down than for trade.

Downton, (*Wilt. E.*) a ſmall town on the River Avon, with manufactures of paper, bed-ticks, and lace, but chiefly noted for its malt.

Driffield, (*York, E. R.*) a ſmall town, with manufactures of woolen and cotton.

Drogheda, (*Louth, I.*) a well-built town, with above 10,000 inhabitants, at the mouth of the River Boyne, which forms its harbour, is a county of itſelf. Conſiderable quantities of corn and flour, with ſome linen, are ſhipped here; and coals and other goods are imported for the ſupply of the neighbouring country.

Droitwich, (*Worc. E.*) a ſmall town, noted for the excellent quality of the ſalt made from brine drawn out of pits, which have continued many centuries to ſupply it in the greateſt abundance and of the ſtrongeſt quality. The works conſume about 300 tuns of coal every week. Some linen is alſo made here: and there is a good navigable communication with the Severn by a canal.

Dromagh, (*Cork, I.*) a village with coal mines adjacent.

Dromanagh, (*Cork, I.*) another village beſide coal mines.

Dublin, the capital of the county of the ſame name, and of all Ireland, is a great and ſplendid city, interſected by the River Liffey, from the mouth of which a mole is extended about four miles into the ſea. The port poſſeſſes a conſiderable quantity of ſhipping, employed in trading to various parts of the world, and in coaſting. The exports conſiſt of corn, flour, beef, pork, butter, and very great quantities of linens; and the imports, of every article not produced in Ireland, wanted for the enjoyment of life. Two very important canals connect the city with the interior country and the weſt coaſt of Ireland. Many branches of trade and manufactures are carried on, which, as in other great places, attract leſs notice than is due to them. The linen hall, a moſt commodious and elegant ſtructure, is the center of the linen trade of Ireland.

Dudley, (*Staf. E.*) a flouriſhing town, with manufactures of nails and other articles of ironmongery, and flint glaſs.

Dulas, (*Ang. W.*) a ſmall port at the mouth of a rivulet of the ſame name, with a little coaſting trade.

Dulverton, (*Som. E.*) a ſmall town, near mines of lead of indifferent quality, has manufactures of woolen cloths and blankets.

Dunane, (*Queen. I.*) a village with extenſive mines of coal of the hard kind, eſteemed for ſmith's work.

Dunbar, (*Had. S.*) a handſome little town, with a pretty good tide harbour, partly made by digging to the depth of eight feet in the ſolid rock in the beginning of the eighteenth century; and from that time the town has continued to proſper. There is ſome foreign trade; and the whale fiſhery has been long, and ſucceſsfully, proſecuted, but has declined of late. The herring fiſhery gives employment in the ſeaſon to many hands; and conſiderable quantities are pickled and redded for exportation. But the chief articles of export are corn and malt, the produce of the adjacent fertile fields. In the town and neighbouring villages there are manufactures of ſail-cloth and cordage, and a mill for ſpinning cotton and flax.

Dunbarton, the capital of the ſhire which takes its name, is a ſmall town, with a harbour in the mouth of the River Leven, which was the chief, if not the only, port of foreign commerce on the Clyde, when Glaſgow was merely a biſhop's burgh. There are about 2,000 tun of ſhipping belonging to the town, employed in coaſting and in the herring fiſhery. The chief manufactures are bottles and window glaſs, and nun's thread. The Leven, which is the outlet of Loch Lomond, accommodates the valley up to the head of the loch with the carriage of produce and goods by ſailing craft, called gabarts; and there is a valuable ſalmon fiſhery in it. Till lately theſe were all the benefits of any conſequence conferred by the Leven upon its valley. But in the year 1768 the quality of the water, which is remarkably ſoft and pure, was obſerved to be well adapted for the operations of bleaching and printing. Four bleachfields, and three printfields, were ſoon eſtabliſhed; and theſe new branches of trade have

given birth to ſome neat villages, and enlivened the whole valley. The printfields are remarkable for the variety and elegance of their patterns. In the year 1793 they employed above 3,000 men, women, and children, the numbers of the ſexes being nearly equal: but in 1794 their number was reduced to 1,905.

DUNBLANE, (*Perth, S.*) though formerly the ſee of a biſhop, is but a ſmall village. It has ſome manufactures of cotton goods and coarſe woolens.

DUNDALK, (*Lowth, I.*) a town at the head of a bay known by its name, has an indifferent harbour, and a few veſſels. The exports are corn, flour, cattle, and ſome linens. There are thriving manufactures of linen of various kinds and of muſlin.

DUNDEE, (*Forf. S.*) a large, handſome, and populous, town, on the north ſide of the Firth of Tay. The harbour admits veſſels of 300 tuns; and there is a conſiderable quantity of ſhipping employed in the foreign and coaſting trade, and a few in the whale fiſhery. The manufactures are oſnaburg, ſail-cloth, bagging, diaper, and ſome other linens, coloured thread, tanned leather, boots and ſhoes for exportation by the way of London *, cordage, &c. Machinery has been erected for ſpinning cotton, and the yarn is made into calicoes, handkerchefs, &c.

DUNDONALD, (*Ayr, S.*) a ſmall village with a cotton work.

DUNDRUM, (*Down, I.*) a village, ſituated on a ſmall inlet of the ſea, with ſome coaſting veſſels.

DUNFERMLINE, (*Fife, S.*) a large and populous town, with a flouriſhing manufacture of table linen of excellent quality, which employs 1,200 looms, and has long been the ſtaple of the place. There is machinery for ſpinning flax, hemp, and wool. The inhabitants have the cheapeſt fuel in Scotland from a coal mine belonging to the corporation.

DUNFRIES, the capital of the ſhire ſo called, is diſtinguiſhed as the handſomeſt and moſt populous town in the ſouth part of Scotland. The River Nith, navigable up to the town for veſſels of 30 or 40 tuns, is the harbour, which is ranked as a port in the cuſtom-houſe eſtabliſhment. A few veſſels go to the Baltic; but the foreign trade has fallen off much ſince the importation of tobacco, which was formerly pretty conſiderable, has been given up. There is a pretty good ſalmon fiſhery, but no manufacture of any conſequence.

DUNGANNON, (*Tyr. I.*) a town near ſome good coal mines, and ſurrounded by a country wherein weaving, bleaching, and farming, are carried on together.

DUNGARVAN, (*Wat. I.*) a ſmall town at the head of a bay, which makes a good harbour, has ſome veſſels employed in fiſhing and coaſting.—South from Dungarvan lies the Nymph bank, a moſt excellent fiſhing ground, which Captain Fraſer has lately recommended to the attention of the public, in his *Gleanings in Ireland, p.* 40.

DUNKELD, (*Perth, S.*) an antient epiſcopal city, but now a ſmall town, containing about 1,800 inhabitants. All the linen yarn, ſpun in the adjacent country, to the amount of about 200,000 ſpindles annually, is brought to Dunkeld, where ſome of it is made into linen; but the greateſt part is ſent to Perth, Dunfermline, and Glaſgow. A wheelwright of this place has invented an improvement upon the ſpinning wheel, by which better yarn is made in greater quantity, and with more eaſe to the ſpinner.

DUNLAVIN, (*Wick, I.*) an inland town, with manufactures of linen and coarſe woolen goods.

DUNLEER, (*Louth, I.*) a ſmall town, in the midſt of the brown-linen manufacture.

DUNLOP, (*Ayr, S.*) a village noted for the quality of the cheeſe, known by its name, made on the neighbouring farms.

DUNMANAWAY, (*Cork, I.*) an inland town, ſurrounded by manufacturers of linen.

DUNMOW, (*Eſſex, E.*) an antient town, with a ſhare of the baize trade.

DUNSTABLE, (*Bed. E.*) a town, in the neighbourhood of which the women and children are employed in making hats, baſkets, and many fancy articles, of ſtraw, which in their hands aſſumes a vaſt variety of figures and colours, and produces conſiderable emolument, eſpecially ſince the ſtraw hats have been in general requeſt among the ladies.

DUNSTER, (*Som. E.*) a ſmall maritime town, with a manufacture of kerſies.

DUNTOCHER, (*Dunb. S.*) a village on the north ſide of the Clyde, where there are works (the firſt of the kind erected in Scotland) for making woolen cloth of the coarſe kind called Kendal cotton, or coating.

DUNWICH, (*Suf. E.*) which appears to have been the moſt conſiderable port on the eaſt coaſt before the Norman conqueſt, has, by ſucceſſive encroachments of the ſea, dwindled to a fiſhing village.

DUNYPACE, (*Stirl. S.*) a village with a cotton manufactory and a printfield.

DURHAM, the capital of the epiſcopal county to which it gives its name, is an antient city, ſupported by the revenues of the church, and the expenditure of travelers, it being a great thoroughfare.

DURSLEY, (*Glouc. E.*) a pretty good town, with a ſhare of the clothing trade.

DYSART, (*Fife, S.*) an antient town, with a ſmall tide harbour for veſſels not exceeding 12 feet of draught. There is great abundance of coal, the mine of which has been on fire during three centuries; and coal, together with ſalt †, its uſual attendant, formerly conſtituted the chief trade of the place. Dyſart, though a creek of Kirkcaldy in

* In the evidence given to the committee of the houſe of commons on the commercial intercourſe with Ireland, in the year 1785, the number of hands employed in making ſhoes for London was ſtated to be from 800 to 1000.

† In Fife they ſay, *Carry ſalt to Dyſart*, as they ſay elſewhere, *Carry coals to Newcaſtle*, to expreſs a needleſs addition to abundance of any thing.

the cuſtom-houſe language, poſſeſſes 4,000 tuns of ſhipping, a quantity equal to that of the principal port. Some of them are chartered by merchants in other ports and by government. The exports conſiſt chiefly of coal and ſome ſalt. The imports are timber for building houſes and veſſels, flax, flax-ſeed, aſhes, and alſo linen yarn from Bremen and Hamburgh. The induſtry of the people is now chiefly exerted upon the manufacture of checks and bed-ticks, partly for Glaſgow, but moſtly for London; and the women are reſuming their antient occupation of weaving.

EASDALE, (*Arg. S.*) an iſland compoſed of ſlate, the manufacture of which employs about 300 men as quarriers, beſides labourers. About five millions of ſlates are carried annually to various parts of the kingdom. This little iſland preſents the ſingular ſpectacle of a bridge over an arm of the ſea, by which it is connected with the main land.—Luing and Seil, two adjacent iſlands, but much larger, are compoſed of the ſame ſubſtance with Eaſdale.

EDENBERRY, (*King. I.*) a thriving town, ſituated on a branch of the great canal.

EDINBURGH, the capital of Scotland, is ſituated about two miles from the ſouth ſhore of the Firth of Forth. The city was originally built on the ridge of a hill in order to enjoy the protection of the caſtle upon the precipitous weſtern extremity of it. Till about forty years ago the ſuburbs were not very extenſive or populous. But the erection of a new town on the north ſide of the city, conſiſting of houſes uniformly built of the beſt materials, and diſpoſed in regular ſtreets and ſquares, and alſo of many new ſtreets and ſquares on the ſouth ſide, and, indeed, in every direction, has rendered the antient city of Edinburgh, like that of London, the ſmalleſt part of the maſs of buildings comprehended under the general name. Along with the improvements in building, the ſpirit of commerce, which had ſlumbered ſince the union of the kingdoms, alſo aroſe. The merchants of Edinburgh, whoſe foreign trade had hitherto been almoſt confined to Holland and Portugal, ſent their veſſels to Peterſburg and other parts of the Baltic, to America, and the Weſt-Indies. (See LEITH.) In Edinburgh, as in other large cities, manufactures are not ſo conſpicuous as in ſmaller places, where they are the chief objects of attention; but they are numerous, and ſome of them extenſive.

EGGLESHAM, (*Renf. S.*) a pleaſant village with a cotton work, and many looms working for the manufacturers of Glaſgow and Paſley.

EGGLETON, (*York, N. R.*) a village on the Tees, near a quarry of good marble.

ELGIN, the capital of the ſhire of Elgin, or Moray, an inland town ſurrounded by a fertile corn country. The induſtry of the women is thrown away in ſpinning linen yarn for diſtant manufacturers: and a woolen manufacture, formerly carried on to ſome extent, and ſupported by a breed of fine-wooled ſheep, has been neglected, in conſequence of which the ſheep are ſupplanted by a race of a larger ſpecies.

ELING, (*Hamp. E.*) a village at the head of a branch of the ſea, called Southampton water, has docks for building veſſels.

ELY, (*Camb. E.*) is a ſmall epiſcopal city, ſituated on a piece of ground, called the Iſle of Ely, becauſe ſurrounded by marſhes. Except a little intercourſe with Lynne by the navigation of the Ouſe, there is no trade beyond the ſupply of the neighbourhood with ſtrawberries and garden ſtuff.

ELY, (*Fife, S.*) a ſmall town, with a good tide harbour having 15 feet water at ſpring tides, which frequently affords ſhelter to veſſels caught in ſtorms. There are a few veſſels belonging to the place employed in foreign trade; and ſome pretty large veſſels are built. The manufactures are checks and bed-ticks, and a rope-work. Rubies are ſometimes found on the ſhore.

ENNIS, the capital of the Iriſh county of Clare, is ſituated on the River Fergus, which carries boats up to it, whereby it has a little trade.

ENNISCORTHY, (*Wex. I.*) a town on the Slaney, which is navigable up to it, has ſome manufactures of coarſe woolen goods, and conſiderable iron-works.

ENNISKILLEN, (*Ferm. I.*) a town ſituated in an iſland lying in the channel between the upper and lower part of Lough Erne, ſurrounded by a country occupied by linen-weavers and graſiers.

EMSEY, (*York, W. R.*) a village near Skipton, with a manufacture of cotton yarn.

ERITH, (*Kent, E.*) a village on the Thames, has ſome coaſting trade in lime, made from chalk, chiefly to London, and ſends ſome even to Holland and Flanders. The refuſe of the chalk is carried along the ſhore as far as Norfolk to be laid on the ground as a manure.

ERROL, (*Perth, S.*) a village with a ſmall harbour on the Tay for ſhipping the corn of the neighbouring Carſe, and landing coal, lime, &c.

ETON, (*Suff. E.*) a village at the head of the navigation of the River Adur, has ſome trade in loading barges with timber for the ſhipbuilders at Shoreham.

EVESHAM, often contracted to ESHAM, (*Worc. E.*) a town on the River Avon, which is navigable for barges to it, has a manufacture of ſtockings. The vale of Eveſham is noted for the goodneſs of its corn.

EXETER, (*Dev. E.*) an antient city on the River Ex or Iſk, which carries ſmall veſſels up to it, the larger ones being obliged to lie at Topſham, three miles lower. The ſerges, druggets, duroys, kerſeys, and everlaſtings, made in the adjacent country, are bought in a rough ſtate by the traders of Exeter, who dye and finiſh them for home conſumption and exportation. Italy, France, Germany, Holland, Spain, and Portugal, take to the value of £500,000 in theſe articles. And the Eaſt India Company purchaſe long ells, to the amount of about £100,000. Beſides the veſſels engaged in the trade with the above-mentioned countries, there are others employed in the Newfoundland fiſhery, and in the coaſting trade.

EYE, (*Suff. E.*) a town with a manufacture of bone lace, and a good deal of employment in ſpinning.

EYEMOUTH, (*Berw. S.*) a village on the River Eye or Aye, which forms a harbour for ſmall veſſels. From a fiſhing village, it has become, in conſequence of the improvement of the harbour by good piers, the ſeat of a very conſiderable trade in ſhipping corn, and importing wood, iron, flax, tar, &c. The inhabitants alſo proſecute the fiſhery, and ſend their cured fiſh to London and Edinburgh.

FALKIRK, (*Stirl. S.*) an antient town, which has been much enlarged by the vicinity of the great canal and Carron works. It is chiefly noted for the *tryſt* (or market) held on the adjacent muir, at which ſometimes above 50,000 head of Highland cattle are ſold at prices from 15*ſ* to £25, and alſo of late years a conſiderable number of Highland ſheep and horſes.

FALKLAND, (*Fife, S.*) a decayed little town, formerly a royal reſidence. The only article of manufacture is brown linen; and the fine wool of the neighbouring Lomond hills is neglected, though ſtreams of water and plenty of coal are at hand.

FALMOUTH, (*Corn. E.*) a well-built town at the mouth of an eſtuary formed by the Fale, or Vale, and ſeveral other rivers, which is one of the ſafeſt and moſt commodious harbours in the kingdom, and is therefor the ſtation of the poſt-office packets for Liſbon, America, and the Weſt-Indies, which occaſion a good deal of buſineſs in the place. The pilchard fiſhery is proſecuted in the ſeaſon, and there is ſome trade with Portugal, &c.

FAREHAM, (*Hamp. E.*) a town ſituated on a ſmall river at the weſt head of Portſmouth harbour, has a manufacture of a particular kind of bricks for exportation. There are alſo manufactures of ſtockings and cordage; and a number of large veſſels are built here.

FARNHAM, (*Sur. E.*) a large and well-built town, ſurrounded by plantations of hops, for the culture and quality of which this part of the country is famous.

FAZELY. See TAMWORTH.

FERRINTOSH, (*Roſs, S.*) a Highland village, famous for excelling in the pernicious trade of diſtilling, and an exemption from the exciſe duties paid in all other parts of the kingdom. In the year 1786 the exemption was reſcinded: but ſtill Ferrintoſh whiſky retains its reputation.

FERRYDEN, (*Forf. S.*) a maritime village with ſome ſmall veſſels employed in coaſting trade, and ſome fiſhing boats.

FEVERSHAM, or FAVERSHAM, (*Kent, E.*) a large town at the head of a navigable creek, has ſome coaſting trade, and ſupplies London with great quantities of corn, hops, apples, cherries, and oyſters: and ſome of theſe commodities are alſo exported to Holland and the Baltic.

FILEY, (*York, E. R.*) a fiſhing village, with an excellent harbour formed by a ledge of rocks, called Filey brig, wherein veſſels are ſecured from every wind, except thoſe between ſouth-eaſt and eaſt-ſouth-eaſt.

FINDHORN, (*Elg. S.*) a village at the mouth of a river of the ſame name, with a ſmall bar harbour, where ſome corn, ſalmon, and linen yarn, are ſhipped.

FINDOCHTIE, (*Bamf, S.*) a fiſhing village, deſerving notice on account of its harbour, which, having 21 feet of water, it is ſuppoſed, might be made capable of receiving a great number of large ſhips, at the expense of about £3,000.

FINTRY, (*Forf. S.*) a thriving village near Dundee. In the pariſh there are 33 mills, within the ſpace of four miles, upon one water, and 9 bleachfields. One of the mills works machinery for ſpinning flax.

FISHGARD, (*Pemb. W.*) a town at the head of a bay, capable of being formed into an excellent harbour. The fiſhery for herrings and other fiſh is at preſent the chief buſineſs of the place.

FLEMINGTON, (*Lan. S.*) a new village a few miles above Glaſgow, created and ſupported by a cotton-ſpinning work.

FOCHABERS, (*Elg. S.*) a village on the Spey, with a ſmall manufacture of hoſiery ware, and a capital ſalmon fiſhery.

FOLKSTONE, (*Kent, E.*) a fiſhing town, with ſome coaſting trade, and a pretty conſiderable trade in ſhipbuilding, the Folkſtone cutters, in particular, being famous for faſt ſailing.

FORDINGBRIDGE, (*Hamp. E.*) a town reduced by repeated fires, has a manufacture of tickings.

FORDWICH, (*Kent, E.*) a town on the Stour, though far from the ſea, was once a port, and, as a member of Sandwich, contributed to the outfit of the Cinque-port fleet. It is now acceſſible only by barges, which come up from Sandwich.

FORFAR, the capital of the ſhire of the ſame name, is an inland town, with a manufacture of oſnaburg, which employs between four and five hundred weavers, with ſpinners, winders, &c.

FOWEY, (*Corn. E.*) a populous town on the Channel, at the mouth of a ſmall river of the ſame name, which makes a pretty good harbour, has a ſhare of the pilchard fiſhery, and a conſiderable number of veſſels employed in the coaſting and foreign trades.

FRASERBURGH, (*Aberd. S.*) a ſmall town, with a pretty good harbour and roadſtead, poſſeſſing a few veſſels in the foreign and coaſting trades.

FREEFOLK, (*Hamp. E.*) a village, with a manufacture of fine paper.

FRODSHAM, (*Cheſ. E.*) a town near the mouth of the River Weaver, which makes a pretty good harbour, has a conſiderable trade in refining the ſalt of the Cheſhire ſprings and mines, and has lately got a ſhare of the univerſally-ſpreading cotton manufacture. See SALT WORKS.

FROME SELWOOD, (*Som. E.*) a large and populous town, with manufactures of fine woolen cloths and kerſeymeres, to the annual amount of about

150,000 yards, and of knitted worſted ſtockings. In the neighbourhood there are mines of coal, lead, and manganeſe, and a variety of uſeful clays.

FULNECK, (*York, W. R.*) a neat village with a ſhare of the clothing trade, and works of tambouring and embroidery, performed by the women.*

GAINSBURGH, (*Linc. E.*) a conſiderable town on the River Trent, by the navigation of which it enjoys a good trade in receiving and forwarding goods to and from the extenſive inland country watered by that river and the canals connected with it.

GALASHIELS, (*Roxb. S.*) a thriving village, which has long been famous for the manufacture of a coarſe kind of woolen cloth, called Galaſhiels grey. Of late years the manufacturers, notwithſtanding the diſadvantage of being 21 miles from the neareſt coal, have extended and improved their buſineſs, ſome of their cloths of the breadth of ſeven eighths of a yard being worth 6*ſ* a yard. They alſo make blankets, flannels, and ſome other woolen ſtuffs. And ſo general is the ſpirit of induſtry, that the place has got the name of the Scottiſh Huddersfield.

GALWAY, the capital of the large ſhire of the ſame name, is an antient town containing about 12,000 inhabitants, ſituated at the head of a ſpacious bay opening to the Atlantic ocean. The port, in former times one of the moſt conſiderable in Ireland, has dwindled away, and now poſſeſſes only a few ſmall coaſting veſſels, and exports ſmall quantities of corn, pork, and linen. Some pearls are found in Lough Corrib near Galway.

GAMERSHALL, (*York, W. R.*) a village, where an attempt has been made to eſtabliſh a cloth hall: but, as it is between Leeds and Halifax, and only about five miles from the later, it is not likely to ſucceed.

GARDENSTON, (*Bamf, S.*) a village with a harbour, to which there belong a few veſſels employed in fiſhing and coaſting.

GARGRAVE, (*York, W. R.*) a village on the canal between Leeds and Liverpool, has a manufacture of cotton, and ſome buſineſs in conveying goods on the canal.

GARLIESTON, (*Wig. S.*) a new village, has a good harbour with about ten ſmall coaſting veſſels, which ſail to the Clyde, and ſometimes as far as London.

GARMACH, or GARMOUTH. See SPEYMOUTH.

GARSTANG, (*Lan. E.*) a town with a ſhare of the cotton manufacture.

GATEHOUSE OF FLEET, (*Kirk. S.*) a handſome village about three miles from the Solway firth, riſing into importance by means of ſeveral cotton mills† and ſpinning jennies, with the weaving of muſlins and other cotton goods, a tan-work, &c. The River Fleet carries veſſels of 50 tuns up to the houſes; and there are ſome larger ones belonging to the place, which lie lower down.

GATESHEAD, (*Dur. E.*) a town on the ſouth ſide of the River Tine, connected by a bridge with Newcaſtle (as Southwark with London) and partaking of its trade.

GILLINGHAM, (*Dorſ. E.*) a town on the Stour, has ſome mills for throwing ſilk.

GIRVAN, (*Ayr, S.*) a ſmall town at the mouth of a river of the ſame name, which makes a harbour with 11 feet at high water. There is, however, ſcarcely any trade or ſhipping. The cotton manufacture has been lately introduced from Glaſgow, and is likely to enliven the place, which poſſeſſes ſeveral natural advantages for a ſeat of trade and navigation.

GLANDFORD BRIG, frequently called only BRIG, (*Linc. E.*) a town on the River Arkam, with a conſiderable trade in corn and coals with Hull, by the navigation of the river.

GLASGOW, (*Lan. S.*) the commercial capital of Scotland, is an elegant, large, and ſtill increaſing, city, pleaſantly ſituated on the north bank of the River Clyde, which is navigable by veſſels drawing about 8 feet to the Broomylaw, a quay extending downward from the lower bridge. Before America became independent of Great Britain, the foreign commerce of Glaſgow was chiefly with that country; and conſequently it was deranged by that event. But the enterpriſing ſpirit of the merchants has found new channels of commerce, ſufficient to employ their capitals and induſtry. They have alſo turned their attention more than formerly to manufactures, whereby the city has become the center and foſtering parent of a prodigious number of manufacturing eſtabliſhments. There are thirty print-fields within the influence of this hive of induſtry. The towns and villages in a circuit of many miles around, and ſome at conſiderable diſtances, are filled with ſpinners, weavers, and the many other claſſes of work-people depending upon the fabrics of the loom and ſtocking frame:

* I have never ſeen any deſcription of Fulneck in print, and therefor think the following account of it, which I have extracted from the journal of a traveler who viſited this ſingular place, may be agreeable to the reader.

'Fulneck, a village inhabited entirely by Moravians, ſtands in a moſt romantic ſituation on a ſloping bank facing the 'ſun, at the bottom of which there runs a pretty ſtream. The ſpace between the houſes and the brook is a continued garden, 'with cloth tenters interſperſed. There is in the village a very elegant building, containing a chapel and ſchool-houſe, 'with lodging for the ſcholars. There are alſo two very ſingular inſtitutions, almoſt reſembling a monaſtery and nunnery, 'called *the young men's economy*, and *the young women's economy*. No ſtrangers of the other ſex are admitted into either houſe: 'but the inhabitants may come out to converſe with their friends. They follow any buſineſs they chuſe, and may change 'their way of life when they pleaſe. The women are about ſixty in number, moſtly employed in embroidery and tam-'bouring, and they all ſleep in one large room. The men, who are about fifty, alſo ſleep all in one room. There is alſo 'a houſe, wherein all the widows live together.'

† The mills are driven by water conveyed from Loch Whinnyan in a channel cut partly through a hill.

and there are in the neighbourhood ſeveral iron-works for making cannon and all other articles of caſt iron, which, taken collectively, are perhaps ſcarcely inferior in importance to the Carron works. The works for window glaſs, bottle glaſs, and ornamental glaſs, are extenſive and thriving. Sugar-baking, malting, and brewing, are old eſtabliſhed concerns. But it would be almoſt as difficult to particularize all the manufactures of Glaſgow as thoſe of London: and it may ſuffice to ſay, that manufactures of almoſt every kind are carried on with ſpirit and activity, and generally in joint ſtocks by companies, or, as they are generally called here, *concerns*, under the management of one or more of the partners; and that the manufactures requiring fire have the vaſt advantage of coals cloſe to the city. As the river, which has been deepened about thirty years ago, ſtill admits only coaſters and ſmall craft to come up to the city, the merchants load and unload their veſſels at Port Glaſgow, a town belonging to the corporation of the city. The carriage between the city and the port gives employment to a numerous ſet of watermen, who poſſeſs above 7,000 tuns of ſmall flat-bottomed ſloops, called gabarts.

GLASLOUGH, (*Mon. I.*) a village on the Blackwater, thriving with the linen manufacture.

GLOUCESTER, an epiſcopal city, and the capital of the ſhire of the ſame name, is ſituated on the eaſt ſide of the Severn, by which, and the rivers connected with it, it has a very extenſive inland trade. Pins are almoſt the only article manufactured here, and the demand for them has been much reduced by the change of the faſhions of female dreſs. For the noble canal from this city, along the ſide of the Severn, ſee V. iv, p. 283.

GODALMING, (*Sur. E.*) a town on the river Wey, which carries barges from the Thames up to it, and no higher, has manufactures of kerſeys, ſtockings, and paper.

GORBALS, (*Lan. S.*) a village on the ſouth bank of the Clyde, which may be called the Southwark of Glaſgow, being ſubject to that city, and partaking of its trade.

GORDONSBURGH. See MARYBURGH.

GOSPORT, (*Hamp. E.*) a large town oppoſite to Portſmouth, and, like it, ſubſiſts by the navy. Many veſſels are built here; and in time of peace there is ſome intercourſe with France.

GOURDON, (*Kink. S.*) a village with a very indifferent little harbour, and ſome ſmall ſloops employed in bringing lime and coal for the adjacent country. The fiſhery of the place is almoſt ruined by the deſertion of the fiſh, eſpecially the haddocks, ſince the year 1782, when the beds of muſſels, the chief article of their food, were deſtroyed by a great ſtorm.

GOUROCK, (*Renf. S.*) a village with a good and deep harbour. This place was apparently the original ſeat of the herring trade in the Firth of Clyde, and is ſtill the ſtation of a herring fiſhery, which, with the proceſs of curing and ſmoking, and a rope-work, conſtitute the chief trade of the place.

GRANGEMOUTH, (*Stirl. S.*) a village erected in the year 1777 on a point between the mouth of the River Carron and the end of the great canal. The harbour is capable of receiving a good number of large ſhips, and, by its connection with the canal, has got much of the trade of importing timber, corn, hemp, flax, &c. formerly enjoyed by Borowſtownneſs and the other harbours in the Firth. A very great coaſting trade is alſo carried on here.

GRAVESEND, (*Kent, E.*) a town on the Thames, chiefly ſupported by ſupplying neceſſaries to the veſſels, which, whether outward or homeward bound, generally anchor oppoſite to it. Almoſt the only manufacture of the place is ſhipbuilding.

GRAYS THURROCK, (*Eſſ. E.*) a town on the Thames, with ſome intercourſe with London by regular veſſels.

GREENHITHE, (*Kent, E.*) a village with a trade in lime.

GREENOCK, (*Renf. S.*) a well-built and flouriſhing town on the River Clyde, has a good harbour with 18 feet water at ſpring tides, formed by three piers projecting into the channel; but the ſpace being too ſmall, additional piers have been built to enlarge the harbour. Before the American war the ſhipping belonged moſtly to the merchants of Glaſgow: but now the merchants of Greenock have ſo far extended their commerce, that they employ on their own account many more veſſels than then belonged to the port; their ſhipping in the year 1800 amounting to 35,057 tuns, being more than any other port in Scotland, and inferior only to London, Liverpool, Newcaſtle, Sunderland, Hull, Whitehaven, and Whitby, in England. The inhabitants are all leſs or more engaged in trade with America, the Weſt-Indies, Newfoundland, the Baltic, Ireland, and the coaſts of Great Britain, or in the herring fiſhery: and the only manufactures are ſugar-baking, ſhipbuilding, ſail-cloth, cordage, and the other branches connected with ſhipping.

GREENWICH, (*Kent, E.*) a handſome and pleaſant town on the ſouth bank of the Thames, diſtinguiſhed by its magnificent hoſpital for ſuperannuated and wounded ſeamen belonging to the royal navy, and the obſervatory on Greenwich hill, the point from which Britiſh geographers and navigators reckon the longitude.

GRIMSBY, (*Linc. E.*) a well-built town at the entrance of the Humber, retains but little of its former importance, the harbour being ſo much choked up as to admit only ſmall veſſels. Larger ones, however, lie in the road-ſtead, which is good and ſafe, and thereby the town has ſtill ſome trade.

GUILFORD, (*Sur. E.*) a pleaſant town on the river Wey, once the ſeat of a great manufacture of cloths, known by its name, (ſee V. i, p. 604) and has a very ſmall clothing trade ſtill remaining.

Great quantities of timber and corn from the adjacent country are ſent in barges by its river and the Thames to London.

GWEEK, (*Glouc. E.*) a village with a ſmall harbour on the Briſtol Channel, and a few ſmall coaſting veſſels, with which it is ranked as a port in the cuſtom-houſe accounts.

GUENNAP, (*Corn. E.*) a village in the center of the greateſt copper mines in the ſouth-weſt part of England.

HADDINGTON, the capital of the ſhire of the ſame name, has had a woolen manufacture during almoſt two centuries: but, notwithſtanding ſeveral efforts to ſupport it, it has ſunk almoſt to nothing.

HALESOWEN, (*Shrop. E.*) a ſmall town, with a manufacture of nails.

HALESWORTH, (*Suff. E.*) a conſiderable town on the River Blyth, about ten miles above Southwold, with which it communicates by a canal. Much yarn is ſpun here and in the neighbourhood.

HALIFAX, (*York, W. R.*) a flouriſhing town on the River Calder, which carries ſailing veſſels up to it. According to Camden, the woolen manufacture was eſtabliſhed here about the beginning of the ſixteenth century: and it is now the center of the manufacture of ſtuffs, comprehending calimancoes, everlaſtings, ruſſels, armines for Spain, tammies, durants, ſhalloons, now little uſed in this country, and moſtly ſhipped for the Levant, a kind of them 50 inches broad for Holland, &c. Yard-wide cloths and kerſeys, and alſo ſome broad cloths, are made here; and of late much more has been done in them than in ſtuffs. There are alſo manufactures of blankets and carpets; and the cotton manufacture is extending into the neighbourhood. It is not very long ſince a cloth hall was erected in this town. It differs from thoſe of Leeds and Huddersfield in being divided into 315 apartments, of which each manufacturer has one appropriated to himſelf; whereas in the others, though each clothier has his own diſtinct ſtall, the whole are open to the inſpection of all comers at once, as in an open market. Halifax is not ſo large a town as might be expected: but the whole country around it, though not naturally fertile, is ſo thick ſettled, that it has the appearance of a vaſt ſtraggling town.

HALSTED, (*Eſſ. E.*) a pleaſant town, with manufactures of baizes and ſerges, and a conſiderable market for corn.

HALTWESEL, (*Northumb. E.*) a good town on the South Tine, with a manufacture of baizes.

HAMILTON, (*Lan. S.*) a ſmall handſome town on the ſouth bank of the Clyde, with very little trade, the only manufactures being ſome weaving, chiefly in cotton, together with tanning and dreſſing leather, ſome of which is ſent to London.

HARBURGH, or MARKET HARBURGH (*Leic. E.*) has ſome manufactures of ſilk goods and ſlight woolens.

HARLING EAST, (*Norf. E.*) a town noted for linen and linen yarn, ſold at its markets.

HARPTREE, (*Som. E.*) a village near Wells, has mines of lapis calaminaris, in which are alſo found manganeſe and many beautiful ſpars.

HARTLAND, (*Dev. E.*) a ſmall town on the Briſtol channel, has ſome fiſhing buſineſs, and cures ſome herrings in the ſeaſon.

HARTLEPOOL, (*Dur. E.*) a town ſituated on a ſmall, but lofty, peninſula, has a pretty good harbour, with a road-ſtead affording ſafe anchorage. Corn, coal, and lime, are ſhipped from it; and many of the inhabitants follow the fiſhing buſineſs. —It is now in contemplation to convert the pool, called the Slake, between the peninſula and the main land into a ſpacious wet dock, by means of a wall with a gate acroſs the narrow mouth of it.

HARTLEY, (*Northumb. E.*) a ſmall town with a harbour in the coal trade. In the year 1799 there were ſhipped from it and Blythe nook, 26,642 chaldrons for London, 15,047 for other Britiſh ports, and 127 for foreign countries.

HARWICH, (*Eſſ. E.*) a handſome town, ſituated on a point at the mouths of the Orwell and the Stour, which form a ſafe harbour, ſufficiently capacious to contain four or five hundred veſſels at anchor. This port is the ſtation of the poſt-office packets for Helvoetſluys, and has many veſſels, a conſiderable number of which are employed in the fiſhery, which, together with ſhip-building, and their attendant branches of induſtry, and the accommodation of travelers to and from the continent, and of the company attracted by the convenience of ſea bathing, conſtitute the chief employment of the inhabitants.

HASTINGS, (*Suff. E.*) one of the original Cinque ports, has a harbour now only fit for ſmall veſſels; and its trade is accordingly reduced to fiſhing and ſome intercourſe with London.

HAVERFORD-WEST, (*Pemb. W.*) a handſome, proſperous, town, ſituated on the River Dugledheu, and a county of itſelf.

HAWICK, (*Roxb. S.*) a pleaſant town in the heart of the ſouth part of Scotland, with manufactures of carpets *, ſerges for covering carpets, rugs, inkle ware, ſtockings, and narrow woolen cloth; to which may be added nurſery plants, which are ſent by Meſſieurs Dickſons to all parts of Scotland, England as far as York, North Wales, &c.

HEADON, (*York, E. R.*) a ſmall town on a rivulet running into the Humber, was once a conſiderable port, but has long been declining by the ſea choking up its harbour, and cannot now be called a port at all.

HELFORD, (*Corn. E.*) a village with a good

* The carpet buſineſs was begun in 1760 by four partners upon the ſmall capital of £400. They allowed all the profits to accumulate; and in 1778 their capital was £4,000. [*Loch's Tour, p.* 47.]

little harbour, at which tin is ſhipped, and the pilchard fiſhery is proſecuted.

HELMSLEY, (*York, N. R.*) a ſmall town on the River Rye, with ſome manufactures of cotton and linen.

HELSTON, (*Corn. E.*) one of the coinage towns for the ſtannary, and has ſome trade. Though ſituated at the head of a fine pool, it is inacceſſible by ſhipping, the entry being entirely barred by ſand.

HEMEL HEMPSTEAD (*Hert. E.*) is reckoned one of the greateſt markets in England for corn. Some of the women find employment in making lace, and ſtraw plait for hats, both articles much in demand.

HENLEY, (*Oxf. E.*) an antient town on the Thames, ſends great quantities of corn, flour, and malt, down the river to London.

HEREFORD, an epiſcopal city, the capital of the ſhire which bears its name, is ſituated on the River Wye, in the heart of the cyder country, and ſends great quantities of that liquor, and alſo corn, oak timber, and oak bark, down the river to Briſtol. It has ſcarcely any manufactures beſides leather gloves.

HERTFORD, a well-built town, the capital of the ſhire of the ſame name, has great markets for corn, malt, and wool, which are ſent by the River Lea to London.

HEXHAM, (*Northumb. E.*) a good town on the ſouth bank of the Tine, has ſome tan-works, and manufactures of ſhoes and gloves.

HEYTSBURY, (*Wilt. E.*) an antient town, with a flouriſhing woolen manufacture.

HILLSBURGH, (*Down, I.*) a town ſituated near the canal between Lough Neagh and Belfaſt, with ſome trade.

HINKLEY, (*Leic. E.*) a town with a ſmall manufacture of ſtockings.

HITCHAM, (*Norf. E.*) a maritime village on the Waſh, has a few veſſels in the corn and malt trade.

HITCHIN, (*Hert. E.*) a conſiderable town, in the heart of a fine corn country, has a great trade in corn and malt.

HOLYHEAD, (*Ang. W.*) a ſmall town at the weſt end of Angleſey, with a very improveable harbour, which, being the neareſt to Dublin, is the ſtation of the poſt-office packets for that city. The town derives its principal ſupport from the expenditure of paſſengers, and ſome company attracted to it in ſummer by the convenience of ſea-bathing.

HOLYWELL, (*Flint. W.*) lately a poor village, chiefly ſupported by the reſort of a few Roman-catholics to the well, from which it has its name. It is now a populous town, enlivened by the manufactures of iron wire, braſs, braſs wire, plate braſs, copper ſheets for the bottoms of ſhips, nails of all ſizes, bolts, and other works for ſhipping, which uſed to be made of iron before copper ſheathing was introduced. All theſe works are very extenſive. But on a much larger ſcale are the cotton works, carried on in ſeveral maſſy buildings by the *Cotton-twiſt company*, wherein a great number of boys and girls are employed, whoſe comfortable ſubſiſtence, and education, are carefully and humanely attended to by their employers. All the machinery employed in the numerous works of this place is ſet in motion by the water of the Holywell, which burſts out at once a very reſpectable ſtream, and, though it does not now perform any ſupernatural miracles, is wonderfully uſeful in turning eleven great wheels in its ſhort courſe of one mile. The country adjacent to Holywell is a bed of mines of lead, copper, calamine, black jack or tutaneg, and lime, together with coal, which gives value to all the others.

HONITON, (*Dev. E.*) a good town, has a manufacture of lace, and ſends great quantities of butter to London.

HORNBY, (*Lan. E.*) a ſmall town with a manufacture of cotton.

HORSHAM, (*Suſſ. E.*) a conſiderable town, has a quarry of flag ſtone, fit for paving, and alſo uſed for roofs.

HOUSTON, (*Renf. S.*) a thriving village with conſiderable manufactures of lawn, and alſo muſlin, and other cotton goods.

HUDDERSFIELD, (*York, W. R.*) a proſperous town, and a great market for yard-wide woolen cloths, from 10*d* to 8*ſ* per yard, which are made in the country to the weſtward of it as far as Blackſtone edge, the boundary of York-ſhire, and ſome even in the adjacent parts of Lancaſhire. The buyers and ſellers of cloth uſed to meet in an open ſquare till about the year 1765. They have ſince had a very commodious hall, which forms a large circle, with a diametrical range dividing the interior part into two ſemicircles. It is ſubdivided into ranges reſembling ſtreets: and the benches, or ſtalls, are generally filled with cloths, lying cloſe together upon edge, with the boſom up for inſpection. Here a great deal of buſineſs is done in very little time; for at half after twelve every body is obliged to leave the hall. The inhabitants of this town and neighbourhood have alſo taken up the manufacture of broad cloths, which are made as fine as thoſe of the weſt of England, together with kerſeymeres, ſerges, and ſome other woolen fabrics.

HULL, (*York, E. R.*) called alſo Kingſton upon Hull, as being ſituated at the junction of that river with the Humber, is a large antient town (ſee *V.* i, *pp.* 358, 462) and a county of itſelf. It has a very great trade, being the center of a moſt extenſive inland navigation through all the fertile and opulent manufacturing diſtricts, watered by the many navigable rivers which unite in the branch of the ſea called the Humber. Beſides a great inland and coaſting trade, Hull has very extenſive and increaſing commerce with the continent of Europe and America, and is largely concerned in the Greenland fiſhery. In quantity of ſhipping this port ranks as the fifth in England, being next to Sunderland. The river being found too confined for accommodating the ſhipping, a dock has been dug

out of the land, 500 yards long and 83 yards wide, wherein the veſſels lie conſtantly afloat. The manufacturing eſtabliſhments, beſides thoſe connected with the conſtruction and outfit of veſſels, are two ſugar houſes, a ſoap work, a paper mill, ſome oil mills, &c.

HUNGERFORD, *(Berk.* and *Wilt. E.)* a town ſituated on the River Kennet, and on the canal, which is made to connect the Avon at Bath with the Kennet and the Thames.

HUNTINGTON, a populous town, the capital of a ſhire of the ſame name, is ſituated in a fertile country on the banks of the Ouſe, by the navigation of which it has ſome trade with Lynne.

HUNTINGTOWER, *(Perth, S.)* a village, called alſo Ruthven, with an extenſive print-field.

HUNTLY, *(Aberd. S.)* a neat and flouriſhing village, enlivened by ſeveral branches of the linen manufacture, ſome cotton manufactures, thread works, and bleachfields, for which the water of the River Bogie is ſaid to be peculiarly well qualified. Huntly is expected to become the Paſley of the North.

HYTHE, *(Kent, E.)* once one of the chief Cinque ports, long ago decayed by reaſon of its harbour being choked with ſand. Its whole ſhipping now conſiſts of two hoys, which trade to London.

ILCHESTER. See IVELCHESTER.

ILFRACOMB, *(Dev. E.)* a neat thriving town, ſituated on the Briſtol channel, with a quay 800 feet long, a pier, a light-houſe, &c. Being of ſafer and eaſier acceſs than ſome of the neighbouring harbours, it has a good deal of buſineſs, and poſſeſſes more ſhipping than any port between Briſtol and Falmouth, except Biddeford.

ILMINSTER, *(Som. E.)* a ſmall town with a ſhare of the clothing trade.

INISHONAN, *(Cork, I.)* a neat village with linen manufactures in and around it, ſituated about five miles above Kinſale on the River Bandon, which carries large veſſels up to it.

INSHIRA, *(Perth, S.)* a village with a good harbour on the River Tay, at which veſſels of conſiderable burthen take in the corn produced in the fertile Carſe of Gowrie, and deliver ſuch goods as are wanted in the country.

INVERARY, *(Arg. S.)* a well-built little town, ſituated on the weſt ſide of Loch Fyne, has long been famous for the reſort of herrings of a ſuperior quality, which almoſt fill the loch in July, and continue till January. In the throng of the fiſhery above 500 boats are buſily employed in reaping this heaven-directed harveſt; and vaſt numbers of men, women, and children, are employed upon the land in the various proceſſes of curing, and other branches of buſineſs connected with the fiſhery. *But ſometimes they are obliged to throw away their fiſh for want of ſalt.* Loch Fyne alſo abounds with other fiſh, which find a ready market in Glaſgow. The duke of Argyle has endeavoured to introduce a woolen manufacture: but the want of coal, by obliging thoſe, who might have been ſpinners, to ſpend their time in preſerving peats, prevented its ſucceſs. An iron-work, conducted by ſome gentlemen of Lancaſhire, has been more ſucceſsful.

INVERKEITHING, *(Fife, S.)* an antient town at the head of a little bay of the Forth, which makes a ſafe and commodious harbour, but too near to Leith to have much trade. A few veſſels belonging to the place uſe foreign trade: but moſt of them are employed in coaſting, and particularly in carrying coal. The manufactures, beſides linen, the general ſtaple of Fife, are an iron-work, and ſalt-works, the uſual attendants upon coal.

INVERLEITHEN, *(Peeb. S.)* a ſmall inland village, at which Mr. Brodie, a gentleman concerned in extenſive iron-works in Shropſhire, erected a ſet of works for ſpinning wool by machinery wrought by water. 'But for cauſes which the author [of 'the ſtatiſtical account of Inverleithen] does not 'chooſe to dwell on, the manufacture has not gone 'on with that ſucceſs, to the advantage of the 'gentleman who erected it, that its firſt beginning 'promiſed. The fault lay neither with him nor the 'conductor of the work.' The undertaking poſſeſſed the advantage of being in the heart of a ſheep country, a command of water for the machinery, plenty of proviſions, and conſequently cheap labour.

INVERNESS, the capital of the great ſhire of the ſame name *, and in ſome degree of all the north part of Scotland, is a conſiderable town, inhabited by about 5,000 people, of whom the upper claſſes are diſtinguiſhed by urbanity and public ſpirit, and even the lower claſſes are remarkably polite. The mouth of the River Neſs makes a pretty good harbour, but does not admit very large veſſels. There is ſome trade to the Baltic for hemp, flax, timber, &c. but the veſſels are chiefly employed in coaſting. A manufacture of white and coloured threads gives employment in its various branches to near 10,000 men, women, and children, in the town and adjacent country. A manufacture of hempen ſtuff for bags, tarpawlins, &c. employs above 1,000 †. And there are ſeveral other manufactures of leſs importance. A conſiderable ſalmon fiſhery is leaſed by a company at Berwick, who carry the fiſh, partly packed freſh in ice, and partly pickled in kits, to London. Surely, at the expiration of the leaſe the inhabitants, in that ſpirit of manufacturing and commercial enterpriſe, which

* Great as Inverneſs-ſhire is, it was a vaſt deal greater before the year 1503, when it comprehended the preſent ſhires of Roſs, Sutherland, and Caitneſs, and that part of Argyle-ſhire which lies to the northward of Mull and Liſmore. See the Map adapted to the year 1400 in *Geographical illuſtrations of Scottiſh hiſtory.*

† This buſineſs was begun about the year 1766, on a capital of £1,200, which by good management was improved to £15,000 in the year 1778. [*Loch's Tour, p.* 56.]

has had ſo great an effect in improving the condition of their town, will take the ſalmon buſineſs into their own hands.

INVERUGY, *(detached part of Bamf, S.)* a village near Peterhead, with a manufacture of white thread.

IPSWICH, *(Suff. E.)* a large and handſome antient town, about 12 miles above the mouth of the River Orwell, or Gipping, which, with the flood tide, carries large veſſels within two miles of it. The town enjoyed a very conſiderable trade during many centuries, which has declined, as has alſo the Greenland fiſhery carried on from this port in later times, both owing, perhaps, to the general uſe of veſſels too large to proceed quite up to the town. Great quantities of corn are ſhipped for London and other places; and ſhip timber is ſent to the royal dock-yards.

IRVIN, *(Ayr, S.)* a thriving town near the mouth of a river of the ſame name, which ſerves as a harbour for coaſting veſſels, and in ſpring tides admits thoſe of 11 feet draught. The coal, which abounds in the neighbourhood, is the ſource of the wealth of the place. About 50 veſſels belonging to it, from 33 to 160 tuns, are conſtantly running with coal, and the manufactures of the neighbouring country, to Ireland; and many Iriſh veſſels are alſo employed in the ſame trade. Some veſſels are employed in bringing hemp, iron, and timber, from Norway, the Baltic, and Wales; and ſome attend the herring fiſhery in the proper ſeaſon. Some jennies have been erected for ſpinning cotton; and the Glaſgow manufacturers employ about 70 girls in tambouring.

ISLE MARTIN, *(Roſs, S.)* a ſmall iſland in the entrance of Loch Broom, the moſt regular reſort of the herrings on the weſt coaſt. There is a curing houſe for herrings, erected by a Liverpool company: and, for the accommodation of the fiſhers and other traders on the weſt coaſt, a cuſtom-houſe has been eſtabliſhed here. The cod fiſhery may be rendered an important object on this coaſt.

IVELCHESTER, uſually contracted to ILCHESTER, *(Som. E.)* a ſmall town on the River Ivel, has a manufacture of thread lace, rather decayed, and a ſilk manufacture, lately eſtabliſhed.

JAMESTOWN, *(Dunf. S.)* a village on the banks of Megget water, inhabited by people employed in a mine of antimony. The miners, by the bounty of their employers, and their own contributions, poſſeſs a little library, which improves their minds, and employs a part of their leiſure time; for they can work only ſix hours each day in the mine.

JOHNSHAVEN, *(Kink. S.)* a village, with a bad, but improveable, harbour, which once poſſeſſed a fleet of good fiſhing boats, manned by expert fiſhermen, whoſe induſtry ſupplied the people of the Mediterranean coaſts with food for their fiſh days. This trade has been aboliſhed by preſs-gangs, &c. and now a manufacture of ſail-cloth employs the people who have not left the place.

JOHNSTON, *(Renf. S.)* a thriving village, owing its exiſtence to the erection of ſome cotton mills and other ſpinning machinery in the year 1782.

KEIGHLY, *(York, W. R.)* a town on the ſouth ſide of the River Aire, with a conſiderable manufacture of the lighter woolen goods, called ſtuffs, or new drapery.

KELLS, *(Meath, I.)* a thriving town, ſurrounded by a country occupied by graſiers and weavers of coarſe linen.

KELSO, *(Roxb. S.)* a handſome country town upon the Tweed, the chief manufacture of which conſiſts of ſhoes for the ſupply of Northumberland and the other adjacent parts of the country. Some flannels and other woolen goods, and ſome linens, are alſo made here.

KELVEDON, *(Eſſ. E.)* a village with a ſhare of the baize manufacture.

KENDALE, *(Weſtm. E.)* a conſiderable town on the River Ken, or Kent, which carries boats up to it. The manufacture of coarſe woolen cloths, called Kendale coatings (corruptly cottons), has been carried on here about 500 years. Linſeys, flannels, and ſheeting linens, are alſo made in and about the town; and many of the women knit ſtockings.

KENMARE, *(Kerry, I.)* a town ſituated at the head of a large eſtuary, which makes a ſpacious ſafe harbour, was formerly enriched by the fiſhery of pilchards; but they have now deſerted the coaſt. There is a cotton manufactory in the place.

KENNET PANS, *(Clac. S.)* a village, ſo called from ſalt-works which have been given up, has a harbour on the Forth with 16 feet water at ſpring tides. It is chiefly noted for extenſive diſtilleries here, and in the neighbouring village of Kilbagie, by which great numbers of cattle are fattened, and the agriculture of the country much improved.

KESWICK, *(Cumb. E.)* a town ſituated among romantic mountains, lakes, and ſtreams, has ſome manufactures of duffles, flannels, plaids, and linſeys. Near it, in Borowdale, are the mines of black lead, ſo well known for its univerſal uſe in pencils. It is alſo uſed by the dyers; and the inferior kinde are ſerviceable for ſcouring iron. This ſingular ſubſtance is found in no other part of the world *.

KETTERING, *(Northamp. E.)* a good town with manufactures of everlaſtings, fine ſerges, calimancoes, and other light woolen ſtuffs.

KIDDERMINSTER, *(Worc. E.)* a populous and thriving town, has communication with Liverpool and Briſtol by a navigable canal. After a revolution of other manufactures, all in wool, it has been noted for ſome time for a kind of carpets known by its name; and the workmen have lately introduced others of better quality.

KILBARCHAN, *(Renf. S.)* a village with ſome

* Some detached pieces of excellent black lead have been found in the iſland of Ilay; but the main body of it has not yet been diſcovered. Black lead has been alſo found in Glengary, but of an inferior quality, and the mine has not been worked. [*Anderſon's Preſent ſtate of the Hebrides (Weſtern iſlands) p.* 148.]

extenſive cotton mills, and a manufacture of cotton goods for Paſley.

KILBRIDE, *(Lan. S.)* a thriving village, has a cotton manufactory, and makes ſome coarſe muſlins and bed counterpanes.

KILDARE, *(Kild. I.)* an antient epiſcopal city, with very little trade, being chiefly ſupported by the concourſe attracted by the races frequently held on a tract of ground, called the Curragh, well adapted for ſuch exhibitions.

KILKENNY, a city and county of itſelf, in the heart of the larger county of Kilkenny, is very populous for an inland place, having about 16,000 inhabitants. In and around it blankets, and other coarſe woolen goods, are manufactured, and very fine marble is dug, which is carried to various parts of Ireland, and even to London.

KILLALA, *(Mayo, I.)* a ſmall town, ſituated at the mouth of the River Moy, and at the head of a fine bay, with a good land-locked harbour, but with very little trade.

KILLALOE, *(Clare, I.)* a ſmall epiſcopal city on the Shannon, has ſome trade by boats, which, by means of canals where the navigation of the river is interrupted, carry merchandize, &c. to and from Limerick.

KILLARNEY, *(Kerry, I.)* a ſmall town with a manufacture of linen.

KILLERIES, *(Mayo, I.)* a village on a ſmall inlet of the ſea opening into a ſpacious bay, to which great numbers of buſſes reſort in the herring ſeaſon.

KILLOUGH, *(Down, I.)* a village at the head of a little bay, with ſome ſmall coaſting veſſels.

KILLYBEGS, *(Don. I.)* a town on the north ſide of Donegal bay, with a few veſſels, and ſome foreign trade.

KILLYLEAGH, *(Down, I.)* a town on the ſhore of Strangford lough, with a harbour for ſmall veſſels.

KILMARNOCK, *(Ayr, S.)* a thriving town, containing about 6,000 inhabitants, of whom near a half are employed in a variety of manufactures, conſiſting of carpets, cotton goods, leather, iron, tobacco, &c.

KILMAURS, *(Ayr, S.)* an inland town, formerly famous for the ſharpneſs and elegance of the knives made in it, called Kilmaurs whittles, the ſame name by which the Sheffield knives were known in Chaucer's time. It is not now diſtinguiſhed by any kind of manufacturing induſtry, except that of ſome of the girls in tambouring.

KILPATRICK, *(Dunb. S.)* a proſperous village on the north bank of the Clyde, at the weſt end of the great canal. The vicinity of Glaſgow has inſpired manufacturing induſtry; and above 1,300 people, of all ages and of both ſexes, are comfortably ſupported by calico-printing, bleaching, paper-making, iron-works, and a pretty extenſive woolen manufacture *.

KILRONAN, *(Roſc. I.)* a village near the head of the Shannon, with valuable mines of coal, iron, and apparently other metals, and great variety of potter's earth, flint, &c. The coal is worked very imperfectly; and the iron, &c. are neglected.

KILSYTH, *(Stirl. S.)* a large and increaſing village, near the Forth-and-Clyde canal. Muſlin and tambouring are the principal branches of manufacture.

KILTARILTY, *(Inv. S.)* a village with ſaw mills on the River Beauly, at which yellow fir of a very durable quality, brought down from the foreſts by that river, and the Glas, and the Cannich, is made into boards, and then floated down to Lovat, where veſſels, not exceeding 90 tuns, load with them for Leith, London, and other places.

KILWINNING, *(Ayr, S.)* an inland village, with ſome cotton works, ſome manufactures of ſilk gauzes and muſlins, and tambouring and flowering upon the later.

KINCARDIN, *(Perth, S.)* a new village of neat houſes on the ſhore of the Forth. Many veſſels are built here, of which ſome are ſold to other ports, and employed in the Weſt-India trade and Greenland fiſhery. Thoſe belonging to the place meaſure above 4,000 tuns, being about two thirds of the whole ſhipping regiſtered in the port of Alloa, of which this is a creek. They are moſtly employed in carrying coal, ſalt, lime, &c. from Alloa, and other harbours on the Forth, to Leith, Dundee, Perth, Holland, Norway, and the Baltic, and in importing wood, iron, flax, and flax-ſeed, with which they ſupply, not only their own neighbourhood, but even Glaſgow and the weſt coaſt by means of the canal. Many of them are chartered; and of theſe ſome go to the Levant, and one went even to India in the ſervice of government †. Formerly ſalt was ſhipped here to a conſiderable amount. When that trade was given up, great diſtilleries were eſtabliſhed; and happily they have declined. There are quarries of excellent ſtone, from which the infirmary, royal exchange, and regiſter-office, in Edinburgh, a church in Aberdeen, and (accord-

* Theſe works, while they enrich the country all-around them, alſo relieve the old inhabitants of the place in the expenſe of their poor, inſtead of burthening them with an additional load, as is the caſe in ſome manufacturing diſtricts. 'At ſeveral of the works weekly collections are made by the workmen, which are accumulated into a capital, and, by the 'judicious management of the proprietors, they are thereby enabled, not only to maintain their poor, but alſo to employ 'ſurgeons and ſchoolmaſters for the benefit of the workmen and their families.' [*Statiſtical Account of Scotland, V.* v, *p.* 237] The ſame wiſe policy is eſtabliſhed by Meſſieurs Boulton and Watt in their great works at Soho, which ſee. And it muſt give pleaſure to a philanthropiſt and a lover of his country to obſerve that ſimilar eſtabliſhments are becoming general.

† Mr. Loch was of opinion that Kincardin employed more ſhipping than any other port in Great Britain, in proportion to the number of people.

ing to tradition) the ſtadt-houſe of Amſterdam *, were built. In addition to ſhipbuilding, the ſtaple manufacture of the place, two companies employ ſome looms in weaving cotton goods, and about 100 girls in tambouring. The ſpirit of induſtry, which animates every individual of this ſmall community, is ſuch as muſt give pleaſure to every real friend of his country.

KINGHORN, *(Fife, S.)* an antient burgh on the north ſhore of the Forth, with two harbours, and ſcarcely any ſhipping, except nine very ſtout ſloops of about 40 and 60 tuns, which, with a number of rowing boats, are conſtantly employed upon the ferry between Pettycur, the weſtern harbour of Kinghorn, and Leith: and ſo ſteady and ſkilful are the ſeamen in theſe veſſels, that there is no record or remembrance of any of them being loſt. The manufacture of knitted thread ſtockings, and ſpinning, which uſed to employ, and ſtarve, the women of this place, are now happily ſuperſeded by four or five mills for ſpinning cotton and flax by machinery, in which, and the ſubſequent proceſs of weaving, the young of both ſexes find profitable employment. Kinghorn, like the other coaſt towns of Fife, enjoys the advantage of having coal and fiſh at hand.

KINGSCLERE, *(Hamp. E.)* a pleaſant town, with a good corn market, and ſome trade in malt.

KINGSTANLEY, *(Glouc. E.)* a proſperous town, ſituated on the River Stroud, the water of which is noted as particularly favourable for dying ſcarlet. There is a great trade in clothing, the cloths being all dyed in the piece. The dying works are very extenſive; one, in particular, reckoned the greateſt eſtabliſhment of the kind out of London, has a ſuite of work-ſhops, which make a little town of themſelves.

KINGSTON, *(Sur. E.)* an antient town, pleaſantly ſituated on the Thames, in a fertile country, has a great market for corn.

KINGSTON UPON HULL. See HULL.

KINGTON, *(Heref. E.)* a conſiderable town, with ſome clothing trade, and great markets for corn, cattle, &c.

KINROSS, the capital of a very ſmall ſhire of the ſame name, is a neat little town, pleaſantly ſituated on the weſt ſide of Loch Leven †, wherein there is a fine ſpecies of trouts, much eſteemed in the Edinburgh market. The manufacture of cutlery, for which the place was formerly famous, has declined, probably owing to the Sheffield goods being cheaper. The preſent manufactures are ſileſias and other linens.

KINSALE, *(Cork, I.)* a large town, containing about 10,000 inhabitants, at the mouth of the River Bandon, which makes an excellent harbour, wherein there is a dock, with ſtores for the uſe of the royal navy. A good deal of corn is ſhipped at Kinſale; and it has a ſmall ſhare of the proviſion trade.

KINVER, *(Staff. E.)* a town on the River Stour, with a conſiderable manufacture of narrow cloths, ſome of which are almoſt as fine as the broad cloths of the Weſt of England. There are on the river ſome mills for rolling and ſlitting iron, firſt erected by a man of the name of Brindley, who obtained the ſecret of conſtructing and managing them in Germany by pretending to be an idiot.

KIRKBY STEPHEN, *(Weſtm. E.)* a town on the River Eden, with a manufacture of ſtockings in and about it.

KIRKCALDY, *(Fife, S.)* a long narrow town on the ſhore of the Forth, with a tide harbour. It poſſeſſed a very conſiderable trade in the ſeventeenth century, as appears by a regiſter of 94 veſſels, valued, with their cargoes, at £53,791 ſterling ‡, loſt or taken by the enemy. Other loſſes, and the ſlaughter of many of the inhabitants in the civil war, together with the interruption of the trade to Holland, brought the town to a languiſhing condition; and the union gave the finiſhing ſtroke to the trade of the port, which was ſo completely ruined, that in the year 1760 its ſhipping conſiſted of one coaſting veſſel of 50 tuns, and two ferry-boats of 30 tuns each. Since the peace of 1763 the exertions of ſome ſpirited individuals have reſtored the trade and manufactures of this place, and raiſed them to a very flouriſhing ſtate. The veſſels belonging to the town meaſure above 4,000 tuns §. To Holland and the Baltic they carry coal; and their returns are corn, flax, flax-ſeed, linen yarn, aſhes, wood, iron, bark, tallow, &c. Some trade to the Mediterranean, America, and the Weſt Indies; and a few of the ſmaller ones are in the coaſting trade with London, Aberdeen, &c. Conſiderable quantities of bed ticks, and checked and ſtriped linens, are made in and near this town; and many more are purchaſed from other parts of Fife, which are ſent moſtly to London and Glaſgow. The yarn for theſe goods is partly ſpun in the country, and partly imported from Bremen and Hamburgh. Jennies have been introduced for ſpin-

* The ruins of works, ſaid to have been erected by the Dutch for ſhipping the ſtones, are ſtill remaining: and the plan and execution of them appear to be Dutch.

† Loch Leven is famous for its two principal iſlands, on one of which ſtood the caſtle, wherein the unfortunate Queen Mary was confined; and on the other the monaſtery of St. Serf, whereof Andrew of Wyntown was prior about the year 1400, whoſe *Original Chronicle of Scotland*, written in the language of the country, has lately been publiſhed with proper illuſtrations.

‡ This ſum ſounds trifling in the preſent day. It is true that veſſels were then ſmaller, and leſs valuable, than now: but it is alſo true that money was vaſtly more valuable.

§ According to the cuſtom-houſe arrangement, the port of Kirkcaldy extends from Aberdour down to Largo inclusive; in which range of coaſt, beſides Dyſart, which is not inferior to Kirkcaldy in quantity of ſhipping, are the harbours of Aberdour, Bruntiſland, Kinghorn, Wemyſs, Methil, Leven, Largo, and ſeveral harbours for boats.

ning cotton yarn, which, along with linen yarn, is made into checks and ſtripes. Some ſtockings are made here; and ſeveral people are employed in tanning. Veſſels are built for this and other ports; and the antient buſineſs of boiling ſalt has been reſumed. Kirkcaldy may be reckoned the manufacturing and commercial capital of the eaſt part of Fife, as Dunfermling is of the weſt. But the induſtry of the people has unhappily been directed to the comparatively unprofitable manufacture of linen, which muſt be made of materials, either imported from ſtrangers, who will ſurely reſerve the beſt for their own manufacture, or more diſadvantageouſly obtained, and of worſe quality, by raiſing it at home upon the beſt of the land proper for bearing corn; while they have almoſt totally neglected the beneficial woolen manufacture, for which the peninſula is peculiarly well adapted by the abundance of coal and ſtreams of water, and a great extent of ground in the interior part of the country much fitter for paſturage than for corn, together with the benefit of all parts of the country being near to water carriage.

KIRKCUDBRIGHT, the capital of the ſhire of the ſame name, is a ſmall town, with a good harbour in the River Dee. It is almoſt dry at low water, but veſſels can lie at anchor lower down near the mouth of the river, with 16 feet at low water and 40 at high water. Of the veſſels belonging to the port, the two largeſt are employed in foreign trade, and the others in coaſting, and carrying ſalmon, with which the river abounds. There are ſome cotton, and ſome woolen, manufactures, neither very extenſive; and ſome ſhipbuilding.

KIRKHAM (*Lan. E.*) has a manufacture of ſail-cloth, for which the ſhipping of Liverpool make an ample demand.

KIRKINTULLOCH, (*Dunb. S.*) a thriving town, ſeven miles from Glaſgow, ſituated on the great canal, whereby it has the advantage of being in ſome degree a port for the adjacent country. It has ſome manufactures of linen and cotton, and a cotton mill, erected by Sir John Stirling, a public-ſpirited gentleman in the neighbourhood.

KIRKWALL, the capital of the Orkney iſlands and the ſhire of Orkney, is a pretty good town, with a tolerable harbour, from which are exported ſome beef, pork, butter, tallow, hides, rabbit ſkins, ſalt fiſh, yarn, coarſe linen, and kelp, and ſometimes corn; almoſt all in veſſels belonging to Orkney.

KIRRIEMUIR, (*Forf. S.*) an inland village, with manufactures of oſnaburgs and coarſe linens of various kinds to a conſiderable amount, and alſo ſhoes, for all which Dundee is the principal market.

KNARESBURGH, (*York, W. R.*) a town on the River Nid, with manufactures of ſheeting and other linens, and a very conſiderable corn market.

LANARK, the capital of the ſhire to which it gives its name, is an antient decayed town, ſituated on the eaſt bank of the Clyde, lately revived and improved by the acceſſion of a manufacturing village, called *New Lanark*, the creation of Mr. David Dale, a public-ſpirited citizen of Glaſgow. The manufactures of the old town are—hoſiery; ſhoes for exportation, ſomewhat declined; white thread; ſome brown linens.

In the year 1785 Mr. Dale began to erect his works, which conſiſt of four capital cotton mills, all the machinery of which is driven by water drawn from the Clyde. Along with the uſual ſpinning machinery and jennies there are alſo patent jennies, invented by Mr. Kelly, which are attended by children. In the year 1793 there were employed in theſe works, including maſons, carpenters, &c. 1334 people, more than half of them being under 13 years of age: and at the ſame time Mr. Dale employed 324 perſons in the neighbourhood in weaving, winding, &c. For the accommodation of his people he built the village of New Lanark, which in the year 1793 contained 1519 inhabitants,* whereof three were ſchoolmaſters, retained for the inſtruction of the young labourers, and alſo the children who are too young for work, by the benevolent proprietor, whoſe paternal attention to the health, education, and morals, of his great family has been held forth as a model for ſimilar inſtitutions. In the year 1799 Mr. Dale diſpoſed of theſe great works to a company of gentlemen from Mancheſter.

LANCASTER, the capital of the duchy and ſhire, which are named from it, is an antient town, conſiſting of good houſes, built of ſtone, and many of them elegant, on the ſouth bank of the River Lone, the mouth of which forms its harbour. The ſhipping of this port has increaſed very much of late, and is next in quantity to that of Briſtol. Many of the veſſels trade to America, the Weſt-Indies, and the Baltic. Many good veſſels are built here: ſome cabinet-makers here ſend their work to London: and there are conſiderable manufactures of ſail-cloth, ſheeting, and coarſe linen. A navigable canal enables this town to have inland communication with the chief rivers on both ſides of England.

LANELLY, (*Carm. W.*) a town ſituated on an eſtuary of the Briſtol channel, has a good number of veſſels, moſtly employed in carrying coal, which abounds in the adjacent country.

LANGHOLM, (*Dunf. S.*) a populous village, with manufactures of cotton goods, checks, thread, and ſtockings. A conſiderable factory for ſpinning woolen yarn has been eſtabliſhed here. Much of the cloth worn by the people here is made from the wool of this country, which is remarkably fine, after being ſent to England, combed there, returned to Langholm to be ſpun, again ſent to England,

* A conſiderable number of the people are Highlanders, whom Mr. Dale reſcued from emigration. The antient Romans gave an honorary coronet to him who ſaved the life of one fellow-citizen. What multiplied honours are due to the man who ſaves many hundreds of his fellow-ſubjects, with their deſcendents, from being for ever loſt to their country?

where it is made into cloth, and finally returned to its native place to be worn; a profitable trade—for the carriers.

LANGPORT, (*Som. E.*) a town on the Parret, which, by favour of the tide, carries barges with coal and all kinds of goods up to it for the ſupply of the adjacent country.

LANRUSTED, (*Card. W.*) a village about 10 miles ſouth of Aberyſtwith, with a ſmall harbour and a little trade.

LARGO, (*Fife, S.*) a village with a harbour at the mouth of the Water of Keil, protected by a quay, at which veſſels of 200 tuns can lie. Wheat, barley, oats, beans, potatoes, and ſalt, are ſhipped here: and wood and iron are imported from Norway. The manufactures are ſalt, brown linen, check, &c.

LARNE, (*Ant. I.*) a town ſituated on an inlet of the ſea, with a harbour and about 30 veſſels employed in the coaſting trade, fiſhing, &c.

LASWADE, (*Edin. S.*) a village with ſome conſiderable paper mills, two large bleachfields, &c.

LAURENCEKIRK, (*Kink. S.*) a pleaſant inland village, which the patriotic exertions of Lord Gardenſton, the proprietor, raiſed from 54 to above 600 inhabitants, who are all employed in various manufactures. The inn here poſſeſſes the very uncommon accommodation of a library, which the public-ſpirited father of the village put into the hands of the landlord for the uſe of travelers.

LAVENHAM, (*Suff. E.*) a pleaſant town with a manufacture of hempen cloth. The people are partly employed in ſpinning for other places.

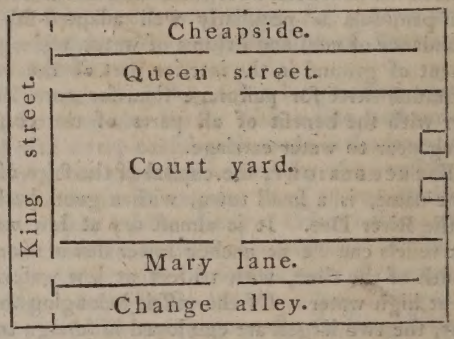
LAWTON, (*Cheſ. E.*) a village near Northwich, with a ſhare of the ſalt trade. See SALT-WORKS.

LEADHILLS, (*Lan. S.*) a village in the upper part of Clydeſdale, beſide the moſt copious lead mines in Scotland. Gold was formerly got in the ſame diſtrict; and ſome minute particles are ſtill picked up, but not in ſufficient quantity to repay the labour of ſearching for it. It is worthy of obſervation, that the miners, the only inhabitants, whoſe work employs them only ſix hours in the day, have ſubſcribed a joint ſtock for a library, and beſtow a part of their leiſure time in improving their minds.*

LECHLADE, (*Glouc. E.*) a town ſituated at the junction of the Lech, the Colne, and the Swin, with the Thames, which, having already received the Churn, becomes here capable of carrying barges. It has alſo the benefit of the canal between the Severn and the Thames, which joins the later here: and both navigations make it a depoſit for butter, cheeſe, and other articles of inland trade.

LEDBURY, (*Heref. E.*) a neat town, with a ſhare of the clothing trade.

LEEDS, (*York, W. R.*) a large, handſome, and populous, town, which may be reckoned the capital of the clothing trade of York-ſhire. Coloured broad cloths, camlets, and ſome ſtuffs, are made about Leeds, and white broad cloths in the country to the weſtward of it: and almoſt all the broad cloths made in York-ſhire are ſold in this town. The market was firſt held on the brig (bridge); but the buſineſs ſoon grew too great for ſo ſmall a ſpace, and was transferred to the High ſtreet, whence it was removed in the year 1758 to two commodious halls, one for coloured cloths, and the other for white, or undyed, cloths. The following is a ſketch of the hall for coloured cloths.



Each of the ſtreets is ſubdivided into two walks by the ſtands, or ſtalls, of which there are 1770, every one having the name of a clothier painted on it. The hall is ſo completely lighted, that the colours can be ſeen as well as in the open air. The hall for white cloths was like one ſide of the other till the year 1775, when it being found too ſmall, a larger one was built, which contains 1210 ſtands. A third hall, ſmaller than the others, was afterwards erected for the uſe of thoſe clothiers who have not ſerved regular apprenticeſhips. The market for coloured goods is held on Tueſday and Saturday at nine in the morning, and that for white goods on Tueſday at one. The cloths, having been properly fulled, and the uniformity of their fabric being certified by a leaden ticket affixed by the inſpector, are brought to the market in the rough. The buyers make their bargains in very few words, and the cloths are carried to their warehouſes to be perked.† The buyer then pays the clothier a part of the price, generally about two guineas on each piece; and for the balance he takes credit for ſix months. The merchants either

* Mr. Burns, the Ayr-ſhire poet, after enumerating, in a letter to Sir John Sinclair, ſome of the books belonging to another ſociety of rural readers, obſerves, that 'A peaſant, who can read and enjoy ſuch books, is certainly a much ſuperior being to his neighbour, who, perhaps, ſtalks beſide his team, very little removed, except in ſhape, from the brutes he drives.' [*Sinclair's Stat. account, V.* iii, *p.* 600.]

† Perking, or examining, the cloth is performed by drawing it from end to end over two rollers, fixed to the cieling, before a window, the examiner having it between him and the light, ſo that he ſees any faults in the fabric, for which the ſeller allows diſcount at an eſtabliſhed rate.

have the machinery and workmen for finiſhing the cloths within their own premiſes, or they employ people who make a buſineſs of dreſſing and finiſhing. When finiſhed off, they are ſent to the place of their deſtination, generally by the River Aire, which is navigable by ſailing veſſels, to Hull, where they are ſhipped in coaſting veſſels or foreign traders, agreeable to the order ſent to the navigation agent.

In the Weſt riding of York-ſhire the manufacture of cloth is managed very differently from the manner of conducting it in the Weſt of England. There the manufacturers are men of great capitals, and employ the weavers. (See BRADFORD, *Wilt.*) Here the weaver buys the wool; his wife and children card and ſpin it; with the help of his apprentice he dyes it himſelf, weaves it, takes it to the fulling mill, and then to his ſtand in the hall: and almoſt all the money received for it, beyond the coſt of the wool, the dye-ſtuffs, and the fulling, may be reckoned clear profit, being the price of his own and his family's labour. Of late ſome of the greater clothiers, or merchants, have eſtabliſhed factories for conducting all the operations of preparing the wool, weaving, finiſhing, &c. within their own premiſes; and they have alſo gone more into the manufacture of fine cloths than formerly; in both theſe reſpects imitating the Weſt-of-England clothiers. But the attempt to bring all the branches of the buſineſs into one hand is reprobated by the ſmaller clothiers as a dangerous encroachment upon the eſtabliſhed order of things.

To return to Leeds, the town, though far from the ſea, has manufactures of glaſs, and a great trade in ſupplying York, Hull, and other towns, with coal. Such are the bleſſings of inland navigation, and of perſevering induſtry, which has almoſt covered the country with populous towns, neat thriving villages, and the ſnug detached dwellings of the clothiers, almoſt within call of each other, and moſtly built upon their own freehold property.

LEEK, (*Staff. E.*) a conſiderable town, with manufactures of buttons and ſewing ſilks, &c. and noted for its ale.

LEICESTER, a large, handſome, and populous, town, but not well paved, is the capital of the ſhire of the ſame name. The manufacture of hoſiery, chiefly worſted, is carried on very extenſively: and large quantities of cheeſe, corn, and cattle, are ſold at its fairs.

LEIGHLIN BRIDGE, (*Carl. I.*) a town on the River Barrow, which is navigable, has ſome trade, and is apparently improving.

LEITH, (*Edin. S.*) the ſea-port of Edinburgh, is a conſiderable town, ſituated on both ſides of the Water of Leith, which, after turning 71 mills of various kinds, has been made, by means of piers, a pretty good harbour, with 16 feet of water in ſpring tides. The bridge was lately pulled down, and a draw-bridge erected, which, by allowing ſmall or light veſſels to go higher up the river, adds a quarter of a mile to the harbour. The foreign trade has increaſed very much of late, particularly with Ruſſia. There are ſome veſſels in the Greenland whale fiſhery, ſeverals in the herring fiſhery on the weſt coaſt, and a great number in coaſting. (See EDINBURGH.) Some good veſſels are built here; and there are two dry docks for repairing. The principal manufacturing eſtabliſhments, beſides rope-works and others concerned in fitting out the ſhipping, are the glaſs-works, at which bottles, window, and ornamental, glaſs are made.

LEOMINSTER, corruptly called LEMSTER, (*Heref. E.*) a large and handſome town on the River Lug, has manufactures of felt and leather: but the chief article is the excellent wool of the adjacent country, for which, as the beſt in England, it has very long been famous. The wheat of this part of the country is alſo excellent, and ſold in great quantities at the markets here.

LEONARD STANLEY, (*Glouc. E.*) a town in the heart of the clothing trade, of which it has a ſhare.

LEOSTOFF, (*Suff. E.*) a conſiderable town with a harbour for ſmall veſſels. The induſtry of the inhabitants is chiefly exerted in the fiſhery for herrings and mackerels; and there is ſome coaſting trade.

LERWICK, (*Ork. S.*) a ſmall town in the Mainland of Shetland, with an excellent harbour with two entries, the only one in Shetland, which is a port in the language of the cuſtom-houſe. See SHETLAND.

LESKARD, (*Corn. E.*) a large town, one of thoſe appointed for the coinage of tin, makes conſiderable quantities of boots, ſhoes, and other wares of leather.

LESTWITHIEL, (*Corn. E.*) one of the coinage towns for tin, where the lord warden of the ſtannaries holds his court. The River Fowey was navigable for barges up to it, till it was choked up by the ſands from the mines.

LETHAM, (*Forf. S.*) a village near Aberbrothock, inhabited and ſurrounded by weavers of oſnaburg and their ſpinners.

LETTERKENNY, (*Don. I.*) a town at the head of a bay called Lough Swilly, which is a moſt capacious and excellent harbour, extending 20 miles into the country, with water for the largeſt ſhips.

LEVEN, (*Fife, S.*) a village at the mouth of the River Leven, which makes a pretty good harbour for veſſels not exceeding 150 or 160 tuns. They are employed in trading to Holland and the Eaſt country, whence they import wood, iron, &c. The principal manufacture is brown linen, for which there is a briſk demand.

LEWES, (*Suff. E.*) a large and handſome town, ſituated on the weſt bank of the Ouſe, which carries barges up to it, and even a few miles higher, to the iron-works, at which cannon, bombs, balls, &c. are made.

LICHFIELD, (*Staff. E.*) an antient epiſcopal

city, and a county of itſelf. It is noted for its ale, but has little or no trade, being inhabited chiefly by gentry and clergy.*

LIMEKILNS, (*Fife, S.*) a village with an excellent harbour for veſſels of 300 tuns, at which great quantities of coal are ſhipped.

LIMERICK, a large and flouriſhing city, containing about 40,000 inhabitants, is a county of itſelf, and alſo gives its name to a very extenſive and populous county. This city, the commercial capital of the weſt coaſt of Ireland has a noble harbour in the River Shannon, which has water for ſhips of 500 tuns at the quays, and exports conſiderable quantities of corn and ſalted proviſions, and alſo ſome linen.

LINCOLN, an antient epiſcopal city, a county of itſelf, and alſo giving name to a very extenſive county, is ſituated on the River Witham, and has alſo a navigable communication with the Trent, by means of a canal called Foſs-dike, and thereby ſends great quantities of corn and wool into Yorkſhire.

LINLITHGOW, the capital of the ſhire of the ſame name, and an antient royal reſidence, is a ſmall town, wherein tanners, curriers, tawers, and ſhoemakers, were formerly the chief manufacturers. Conſiderable quantities of their ſhoes go to America. Some carpets and hoſiery ware are made here: and there is a print-field, a bleach-field, and ſome tambouring for the manufacturers of Glaſgow.

LISBURN, (*Ant. I.*) a flouriſhing town on the River Lagan, by which, and a canal, it has a communication with the ſea and with Lough Neagh. The linen manufacture is carried on to a great extent in this town and its neighbourhood, and the people engaged in it are generally thriving.

LISSADIL, (*Sligo, I.*) a maritime village, noted for the goodneſs of its oyſters.

LITTLE HAMPTON, (*Suſſ. E.*) a ſmall ſea-port on the Channel, at the mouth of the Arun.

LIVERPOOL, (*Lan. E.*) a large, handſome, and proſperous, town, containing about 60,000 inhabitants, ſituated on the eaſt ſide of an eſtuary formed by the expanſion of the River Merſea. In or before the year 1207 the town had burgeſſes. About the year 1328 they began to make ſome improvements on their ſtreets, &c. (See *V. i, pp.* 374, 516.) In 1565 there were 138 houſeholders and cottagers; but till 1699 the town was a part of the pariſh of Walton, a village ſeveral miles lower on the ſame ſide of the river. In 1710 the firſt dock was built; and the trade to Africa commenced about the ſame time. The port of Cheſter was now declining, and Liverpool got poſſeſſion of moſt of the trade with Mann and Ireland, that with the latter being the principal buſineſs of the place. In the year

1336 Liverpool had ſome ſhipping. (See *V. i, pp.* 515, 516.)

1565	12 veſſels,	burthen	223 tuns.
1701†	102	- -	8,619
1787	445	meaſuring	72,731
1790	504	- -	80,003
1800	796	- -	140,633

The following brief ſtatement of the ſhipping entered inward and cleared outward, and of the lock dues received, gives a good view of the increaſe of the commerce of Liverpool.

Years.	Inward.		Outward.		
	Britiſh, tuns.	Foreign, tuns.	Britiſh, tuns.	Foreign, tuns.	Lock dues.
1752	29,137	5,430	31,777	5,884	£1,776
1764	46,387	10,112	50,709	8,132	2,780
1774	79,315	8,032	76,892	8,744	4,580
1780	58,769	17,087	61,573	19,202	3,528
1784	122,263	26,091	113,481	26,958	6,598
1790	205,440	35,677	201,641	36,143	10,037
1792	225,242	41,166	231,277	41,213	13,244
1793	188,286	41,177	169,770	47,719	12,480

N. B. Coaſting veſſels are not included in this account.

In the year 1709 Liverpool began to have a ſhare of the ſlave trade, and has long been the principal port in that branch of buſineſs. The following is a ſtatement of its progreſs down to the commencement of the preſent war.

Years.	Veſſels.	Tuns.	Years.	Veſſels.	Tuns.
1709	1	30	1775	81	9,200
1730	15	1,111	1776	57	7,078
1737	33	2,756	1777	31	4,060
1753	72	7,547	1778	26	3,651
1755	41	4,052	1779	11	1,205
1760	74	8,178	1780	32	4,275
1761	69	7,309	1781	43	5,720
1762	61	6,752	1782	47	6,209
1763	65	6,650	1783	85	12,294
1764	74	7,978	1784	67	9,568
1765	83	9,382	1785	79	10,982
1766	65	6,650	1786	92	13,971
1767	83	8,345	1787	81	14,012
1768	81	8,302	1788	73	13,394
1769	90	9,852	1789	66	11,564
1770	96	9,818	1790	91	17,917
1771	105	10,929	1791	102	19,610
1772	100	10,150	1792	132	22,402
1773	105	11,056	1793	52	10,544
1774	92	9,859			

* Doctor Johnſon ſaid that the people of Lichfield (his native place) had heads, and thoſe of Birmingham and Manchester had hands. Perhaps he thought that the important, beautiful, and ingenious, productions of thoſe two hives of induſtry, and alſo the wonderfully powerful and expeditious machinery, uſed in making them, could be fabricated by hands without heads.

† Liverpool was now inferior only to London, Briſtol, Yarmouth, Newcaſtle, and perhaps Ipſwich, in quantity of ſhipping.

The great falling off in the number in time of war may be aſcribed to the facility of fitting out ſlaving veſſels for privateering, a line of adventure to which the people of this port have been particularly prone. The merchants, who vie with thoſe of London in the ſpirit of commercial enterpriſe, alſo ſend their veſſels to the Weſt-Indies, America, various parts of Europe, Greenland, and to every part of the world, except thoſe which are excluſively reſerved to chartered companies. The goods imported by them are diſperſed through an opulent country, abounding with mines of coal, copper, and iron, quarries of ſtone and ſlate, mines of ſalt, and ſtreams of water fit for driving machinery, and enriched by a vaſt variety of manufactures, conducted on the moſt extenſive ſcale, for all which Liverpool is a principal ſhipping port. The modern extenſive improvements in inland navigation have moreover rendered almoſt every part of England acceſſible by barges from this port. Liverpool ſurpaſſes all other ſea-ports in the excellent accommodation of wet docks, wherein the veſſels lie with the greateſt ſecurity, and load or unload with eaſe and ſafety. Adjacent to the docks are ſtacks of warehouſes, ſome having ten or eleven floors, and all ſubſtantially built.

Many manufactures are carried on in this buſy town, particularly cotton-ſpinning; ſtockings; watch-movements; copperas; copper-works; iron-works; porcelain, and other pottery; glaſs; ſalt-works, from which Ireland and other countries are ſupplied; ſugar-houſes; raſping mills, breweries, which, beſides ſupplying the country, furniſh great quantities of beer for exportation, &c. &c.

Liverpool has a very convenient cuſtom-houſe, a large and handſome exchange, a neat theatre, and all the other uſeful and ornamental ſtructures, proper for a great and proſperous town, which is unqueſtionably the ſecond port in Great Britain, and the commercial capital of the weſt coaſt of England.

Lochbay. See *V.* iv, *p.* 434.

Lochmaben, *(Dunf. S.)* an inland town, wherein ſome coarſe linen is the chief article of manufacture.

Loch Winnoch, *(Renf. S.)* a village, lately animated by the erection of three cotton mills, a a large bleach-field, and the manufacture of muſlins and other cotton goods.

London, the great metropolis of the Britiſh empire, is ſituated on the north bank of the River Thames, at the head of that part of its courſe which is navigable by ſea veſſels, and poſſeſſing a very extenſive inland trade by the river and its navigable branches and connected canals, which convey to the city the produce and manufactures of a fertile country and many induſtrious towns, and in return carry to them the productions of every part of the globe. The quantity of goods annually carried upon the upper part of the river in barges, is eſtimated at 800,000 tuns. London is excluſively the ſeat of the vaſt commerce carried on by the Eaſt-India company, and alſo that of the Hudſon's-bay company, and is one of the three ports authorized to ſend veſſels to Africa for the ſlave trade. But, independent of the branches of trade confined to the port by excluſive charters, the unparalleled ſtock of goods of every kind, and in every variety of aſſortment, to be found in London, ſecure to it ſuch a commanding ſuperiority, that the merchants of all parts of the world apply to it for their general cargoes, even in preference to the countries wherein ſome of the articles are produced or made; and hence it has become the general market, and the commercial capital, of the whole world. And, by means of the bank of England, and the connections of the private bankers with the banks and bankers in all the three kingdoms, together with the payments of duties and taxes into the exchequer, and the iſſues from it, London becomes the center of all the money tranſactions of the Britiſh empire.

In the year 1794 the twenty-five wards of the city, excluſive of Southwark, contained 21,649 houſes. But the whole contiguity of buildings, generally comprehended under the name of London, contains above 160,000 houſes, and about a million of inhabitants.

In the vaſt extent of this city, and its immediate environs, all kinds of manufactures are carried on to a prodigious extent, though they have nothing of that conſpicuous appearance, which a ſingle branch of manufacture, comparatively of little importance, makes in a ſmall town. A particular detail of ſo extenſive and diverſified a ſubject, if the materials were attainable, would require a large volume; and therefor I ſhall only obſerve, that the town-made goods are in general in ſuperior demand; and that artiſts, makers of inſtruments of all kinds, makers of elegant and expenſive articles, except thoſe which require a great deal of room for their work, and in general all thoſe who do more with their heads than with their hands, find London the moſt proper theatre on which their talents can be diſplayed and remunerated.

As much of the hiſtory of this city as is connected with its commerce, and alſo the principal improvements in it, and eſpecially thoſe conducive to the accommodation of its commerce and ſhipping, have already been related in the body of this work; to which, and to the ſeveral profeſſed hiſtories and deſcriptions of London, the reader, deſirous of further information, muſt be referred.

Londonderry, the capital of the county of the ſame name, in the north part of Ireland, is a handſome and populous city, ſituated on the weſt ſide of the Foyle, a deep river, which about four miles below, falls into the head of a large land-locked bay, called Lough Foyle. The neighbouring country is covered by bleach-fields and the cottages of linen-weavers; and the port has ſome trade with the Weſt-Indies, America, &c. the exports being chiefly linens.

Longford, a well-built inland town, the capit-

al of the ſhire of the ſame name, the people of which are much employed in ſpinning and weaving, and carry to market great quantities of yarn, linen, and oats.

LOOE, *(Corn. E.)* a ſmall town, or rather two ſeparate burghs, called Eaſt Looe and Weſt Looe, on both ſides of the River Looe, which makes a harbour for veſſels of about 100 tuns. The pilchard fiſhery is the chief trade of the place.

LOSSIEMOUTH, *(Elg. S.)* a village with a ſmall harbour, the property of the town of Elgin, where coal, ſalt, and other neceſſaries, are landed; and ſome barley, oats, and peltry, are ſhipped. The harbour has been improved by the erection of two piers; but ſtill a veſſel of 80 tuns requires a ſpring tide to get into it.

LOUDWATER, *(Buck. E.)* a village with a manufacture of paper.

LOUGHBURGH, *(Leic. E.)* a ſmall town with a ſhare of the hoſiery buſineſs.

LOVAT. See KILTARILTY.

LUNCARTY, *(Perth, S.)* a village on the River Tay, where a moſt capital bleach-field was eſtabliſhed by the late Meſſieurs Sandeman and Turnbull, whoſe deſcendents have added a cotton mill, and manufactures of ſoap and candles.

LURGAN, *(Arm. I.)* a thriving village near the ſouth ſide of Lough Neagh, with a ſhare of the linen manufacture.

LUSS, *(Dunb. S.)* a village upon the weſt bank of Loch Lomond, the largeſt ſheet of freſh water in Great Britain. There are quarries of good ſlates, which are *exported* by its inland ſea in ſmall ſloops, called gabarts, to Stirling-ſhire, and, by the River Leven, to Glaſgow and other places. There is a cotton mill and a manufacture of thread, each on a ſmall ſcale.

LUTON, *(Bedf. E.)* a ſmall town with a ſhare of the lace and ſtraw manufactures, which are ſpread over the adjacent country.

LYME, *(Dorſ. E.)* a well-built town, ſituated in a ſmall bay on the Channel. There is here an artificial mole, called the Cobb, conſtructed with ſuch ſolidity, that the cuſtom-houſe, and warehouſes, and other buildings, have been erected upon it. This, together with another mole, incloſes a baſin, wherein veſſels lie very ſnug. The merchants have ſome foreign trade, are concerned in the Newfoundland fiſhery, and alſo cure pilchards, when they come ſo far up the Channel.

LYMINGTON, *(Hamp. E.)* a town ſituated about a mile above the mouth of a ſhort, but navigable, tide river, which makes a harbour for veſſels of good burthen on the ſtrait between the main land and the Iſle of Wight, has a pretty conſiderable trade, and is noted for its ſalt-works, which, however, are not carried on now ſo extenſively as formerly.

LYNNE, *(Norf. E.)* a large antient town, with about 12,000 inhabitants, ſituated at the mouth of the River Ouſe, which makes a ſpacious and commodious harbour, though the entrance be rather difficult. The merchants have a conſiderable trade with Spain, Portugal, Holland, and the Baltic, and ſend ſome ſhips to the Greenland fiſhery. By means of the River Ouſe, which is navigable as high as Bedford, and its ſeveral navigable branches, the produce and manufactures of a very extenſive, fruitful, and opulent, inland country are brought down to Lynne, where they are ſhipped, and, in return, all the wants of the country are ſupplied.

MACDUFF, *(Bamf, S.)* a new village with a good harbour. There are about 1,000 inhabitants; and they have ſome pretty good veſſels, which trade to Leith, London, and the Eaſt country. In the River Doveran there is a good fiſhing for ſalmon, which are moſtly pickled for the London market; and ſome are ſalted, and exported to France and Spain.

MACKLESFIELD, *(Chef. E.)* a large town, with plenty of coal, ſtone, and ſlate, in its neighbourhood. The articles of manufacture are—hats, cotton goods, ſewing ſilk, twiſt, and twiſt buttons, cords, ſilk and worſted garters, tape, &c. There are alſo copper-works, brick kilns, and machinery for throwing ſilk, chiefly employed by the Eaſt-India company.

MAGHERAFELT, *(Lond. I.)* a town near the north-weſt ſhore of Lough Neagh, with a conſiderable ſhare of the linen manufacture.

MAIDENHEAD, *(Berk. E.)* a large town on the Thames, has a conſiderable trade in corn, malt, and timber, which are ſent down the river to London.

MAIDSTON, *(Kent, E.)* a handſome and flouriſhing town on the River Medway, which carries barges and ſmall veſſels up to it with the tide, is ſurrounded by orchards of apples and cherries, and fields of corn, hops, &c. the produce of which, together with ſhip timber, are ſent to the dock-yards and to London. There are manufactures of fine paper, and alſo of thread, introduced by the Walloons, who fled from the perſecution of the duke of Alva.

MALDON, *(Eſſ. E.)* a large town on the ſouth ſide of the Blackwater. A great deal of corn is ſhipped here; and the merchants have a conſiderable number of veſſels, employed in trading to the Eaſt country, and in coaſting. The river does not carry large veſſels quite up to the town, ſo that there is a great deal of lighterage.

MALMSBURY, *(Wilt. E.)* a town noted in former ages for its monaſtic eſtabliſhments. At the general ſuppreſſion the famous abbay was ſold to an opulent clothier, called Stump, who, inſtead of monks, filled it with cloth-weavers. The place has no conſiderable manufacture at preſent.

MALTON, *(York, N. R.)* a town at the head of the navigation of the Derwent, by which it has ſome trade in accommodating the adjacent country with carriage.

MANCHESTER, *(Lan. E.)* though not a corporation, is the manufacturing capital of the north-weſt part of England. Before the year 1541 it

was reckoned a populous place, and had many manufactures ' of cloths as well of lynnen as of ' wollen, whereby the inhabitauntes of the saide ' towne have obteyned, and come, unto riches ' and welthy lyvinges, and have kepte and set ' manye artificers and poore folkes to worke ' within the saide towne, and by reason of the great ' occupieng, good order, strayte and true dealinge ' of the inhabitants of the saide towne, many stran- ' gers, as wel of Ireland, as of other places with- ' in this realme, have reserted to this towne with ' lynnen yarne, wolles, and other necessary wares ' for making of clothes.' [*Act* 33 *Hen. VIII, c.* 15.] In a subsequent act [8 *Eliz. c.* 12] the articles manufactured are specified to be cottons,* frizes, and rugs: and about the same time Manchester was distinguished as handsomer and more populous than the neighbouring towns. [*Camdeni Britan. p.* 610.] Thus manufactures soon attracted people; industry, nourished by example and emulation, became the character of the place; the manufactures branched into new divisions; new fabrics were introduced; one branch of trade paved the way for another; the manufacture was spread over the adjacent country and into the neighbouring towns, and became famous; improved roads, bridges, canals, insurance offices, banks, and other commercial accommodations, unknown to former ages, were established, and conducted with spirit tempered by prudence: busin-ss poured in with an augmented stream: and the people were opulent, polished and happy. Since the vast extension of the cotton manufacture by Sir Richard Arkwright's happy invention of spinning machinery †, many of the Manchester manufacturers have established houses, conducted by agents or partners, upon the continent of Europe; as on the other hand, foreigners have fixed their residence in Manchester: and this *illustrious village* has become in all respects one of the most important commercial and manufactural capitals in Europe.

The cotton manufactnre, in all its vast variety of branches, is the great staple of Manchester. The warehousemen either make their goods at their own factories in the adjacent country; or they give out cotton or yarn to the small makers, who return the made goods in the grey; or they buy them in the grey from the principal country makers, who have their warehouses in Manchester, at which they attend three days in the week. The goods are generally allowed to lie in the grey till orders are received for them, when they are sent to the croft (bleach-field), or to the dye-house, and finished off according to order. The country makers never finish any goods, as the buyers chuse to have them open, in order to examine their fabric. The printing business here rivals that of London, or rather it may be said to have been transferred from London to Manchester, the great chymical improvements of the Manchester artists having left no other superiority to London than the fancy of the patterns, if, indeed, it has that.

Manchester lies on the River Irwell, which was made navigable up to it, before the Bridgewater canal was thought of. By these two navigations, and especially by the later, it enjoys an easy communication with Liverpool, the port of the great manufacturing country, of which this hive of industry is the center.

With respect to buildings and population Manchester is superior to most of our cities. The roads in every direction around the town are bordered with houses to a considerable distance, like the outlets of London; and the adjacent country, also like that near London, is adorned with gentlemen's seats.

It is proper to observe, as one of the happy consequences of prosperous industry, that a literary and philosophical society was established in Manchester in the year 1781, which is well known to men of letters and science in all parts of Europe.

Mann, an island in the Irish sea, at no great distance from Ireland, nearer to the Welsh island of Anglesey, still nearer to Cumberland in England, and nearest of all to the shire of Wigton in Scotland, all these countries being visible at once from Snawfial, a mountain near the north end of the island. Mann is no part of any of the three kingdoms, and continued till the year 1765 a little kingdom of itself, subject to the duke of Athol, who still retains some of the prerogatives of royalty. It was a great mart of smuggled goods before the sovereignty was purchased by government. The people now attend to the herring fishery, which is generally very successful, and employs most of their small vessels. The chief articles of exportation are —pickled herrings, and red herrings; potatoes; butter; cheese; eggs; feathers; hides, horns, and hair, of cattle; rabbit skins; wool; woolen yarn; linen yarn; lead ore; paving stones; lime-stone; slate; kelp; fern-ashes. See Western islands.

Mansfield, (*Nott. E.*) a large town, the chief business of which is making malt, wherewith it supplies the neighbouring country, especially to the northward.

Marazion, (*Corn. E.*) a fishing village, with an indifferent harbour.

Margate, (*Kent, E.*) a considerable town on the north side of the island of Thanet, has a harbour for small vessels, and some coasting trade, par-

* Camden mentions no other manufactures than the ' *Manchester cottons*,' which he expressly calls woolen cloth (' lanearum pannorum'), the name being apparently a corruption of *coating*. By the act 33 *Hen. VIII, c.* 15, it appears that the cottons were frized; and the act 8 *Eliz. c.* 7, shows that *frized* and *cottoned* were synonymous terms. The real cotton was most probably scarcely known at that time in England as a raw material.

† In the year 1791 a pound of fine cotton, which cost 7/6, was spun upon the mule jenny into yarn measuring *ninety-seven post miles*, of the value of £22, which was sent to Glasgow, and there made into muslin, which was presented to her Majesty. [*Agricultural view of Lancashire, p.* 207.]

ticularly in ſhipping the corn of the iſland for London. Being a faſhionable bathing place, a good deal of looſe money is ſcattered in it every ſummer.

MARKET HARBURGH. See HARBURGH.

MARLOW, (*Buck. E.*) a conſiderable town on the Thames, by which corn and timber are ſent down to London. There are manufactures of paper, and black ſilk lace; alſo large works of copper, braſs, and braſs wire; and mills for making thimbles, and for preſſing the oil from rape and lint ſeed.

MARSHFIELD, (*Glouc. E.*) a conſiderable antient town, has a ſhare of the clothing trade, and makes a good deal of malt.

MARYBURGH, or GORDONSBURGH, (*Inv. S.*) a village beſide Fort William, with a good harbour in Loch Aber, where ſalmon and herrings are ſhipped, ſometimes for foreign countries, and ſometimes for other Britiſh ports. A good deal of wool is ſhipped for England. Marble might be an important article of export.

MARYBURGH, (*Queen. I.*) a ſmall inland town, has a conſiderable trade in ſerges, druggets, and other woolen ſtuffs, made in the adjacent country.

MARYPORT, (*Cumb. E.*) a town on the north ſide of the mouth of the River Ellen, which has lately riſen to conſiderable importance in the coal trade, and has ſeveral veſſels trading to the Baltic. There is an iron furnace here.

MASBURGH, (*York, W. R.*) a village on the River Don, oppoſite to Rotherham, has a very flouriſhing trade in iron, which is here ſmelted from the ore, made into bars and ſteel, rolled into plates, moſt of which are tinned, caſt into great guns and other articles of caſt work, and made into a variety of utenſils in hammered work.

MASHAM, (*York, N. R.*) a town on the River Ure, with ſome ſhare of the woolen manufacture.

MAYBOLE, (*Ayr, S.*) an inland village, with works for carding, twiſting, and roving, wool by machinery.

MELCOMB REGIS. See WEYMOUTH.

MELLIS, (*Som. E.*) a ſmall town in the field of the woolen manufacture.

MELOCH, or MILLBROOK, (*Corn. E.*) a fiſhing town, oppoſite to Plymouth.

MELROS, (*Roxb. S.*) a ſmall inland town upon the Tweed, famous for the magnificence of its abbay, ſtill remaining, and the Chronicle written in it by the monks. Though it is in the heart of a ſheep country, the manufacture of woolen cloth was neglected, and the place acquired a reputation for its linens. But that fabric is now giving way to the more beneficial fabrics from the native wool, and the more eaſy and profitable buſineſs of weaving cotton.

MELTON MOWBRAY, (*Leic. E.*) a large town, which may be noted as having one of the greateſt markets in England for cattle.

MERTHYR TYDVIL (*Glam. W.*) has lately been raiſed, from a petty village, to a town of ſome eminence by its forges of iron, mines of coal, and quarries of lime-ſtone, which have been rendered valuable by the canal extending from this inland place to Cardiff.

MERTON, (*Sur. E.*) a village with ſome buſineſs in calico-printing and bleaching.

METHIL, (*Fife, S.*) a village with a pretty good harbour, and ſome trade in coals and ſalt, and in building veſſels. There is a large eſtabliſhment for ſpinning cotton and linen yarn at Kirkland, an infant village in the ſame pariſh.

METHVEN, (*Perth, S.*) a village with conſiderable manufactures of linen and paper.

MIDDLEWICH, (*Cheſ. E.*) a ſmall town, with a manufacture of ſalt from the ſprings. (See SALTWORKS.) The cotton manufacture has lately ſpread into this town.

MILDENHALL, (*Suff. E.*) a conſiderable town, has ſome trade with Lynne by the River Lark, Bourn, or Mildenhall, which brings boats up to it.

MILFORD, (*Pemb. W.*) a town lately erected on the north ſide of Milford haven, and furniſhed with a quay, &c. to accommodate the ſhipping belonging to ſome royaliſts from New England, who propoſed to carry on the ſouthern whale fiſhery.—*Milford haven* is a large arm of the ſea, branching out in a vaſt number of creeks and inlets, wherein a thouſand ſhips, of any burthen whatever, may lie in ſafety, and without incommoding each-other, and can thence be at ſea, by favour of the extraordinary high and ſtrong tides, almoſt with any wind, ſooner than from any other conſiderable port in Great Britain, and without being hindered by the baffling winds, ſo frequent in the Channel. Theſe advantages ſeem to point out Milford haven as the propereſt ſtation for the royal navy. But, owing moſt probably to the dock-yards being already eſtabliſhed at a vaſt expenſe in other places, there has hitherto been almoſt no uſe made of one of the beſt natural harbours in the world. From its various creeks a good deal of coal, and ſome copper, ſlate, lime-ſtone, and corn, are ſhipped.

MILKSHAM, (*Wilt. E.*) a flouriſhing town, with great buſineſs in the manufacture of the fineſt cloth.

MILLTHORP, (*Weſtm. E.*) a village at the mouth of a little river which joins the Ken, or Kent, has the only harbour in Weſtmoreland, and a few ſmall coaſting veſſels.

MILLTOWN, (*Kerry, I.*) an improving town, ſituated on a little river, which, by the help of the tide, carries up ſmall ſloops to it from the River Mang.

MILTON, (*Kent, E.*) a large town on the channel between Shepey and the main land, furniſhes a great part of the oyſters conſumed in London, thoſe of this place being noted for their goodneſs.

MILVERTON, (*Som. E.*) a ſmall town, with manufactures of ſerge and drugget, rather declining.

MINEHEAD, (*Som. E.*) a ſmall town with ſome coaſting veſſels, chiefly employed in carrying coal, has a ſalmon fiſhery, and a ſhare in the herring fiſh-

ery. There was formerly a briſk trade with Ireland, and a conſiderable manufacture of coarſe woolen cloth, both of which have declined in conſequence of the ruinous ſtate of the quay.

Missen, (*Nott. E.*) a village on the River Idle, by which it has a communication by boats with the Trent and the Humber.

Monaghan, the capital of an Iriſh county of the ſame name, is an inland town, ſurrounded by a linen country.

Monasteraven, (*Kild. I.*) an inland town, which the great canal is rendering the center of a great trading intercourſe between Dublin and the interior country.

Monks Weremouth, (*Dur. E.*) a village oppoſite to Sunderland, has ſeveral yards for building veſſels.

Monmouth, the capital of the ſhire of the ſame name, is a conſiderable town ſituated at the junction of the Minnow with the Wye, by which it is enabled to communicate with Briſtol, and has the trade of ſupplying a large tract of country around it with neceſſaries. There is no manufacture of any note.

Montrose, (*Forf. S.*) a handſome town, ſituated on a peninſula formed by a baſin filled with every tide, the River South Eſk, and the ſea. The baſin makes a commodious harbour, and has the accommodation of a wet dock. Barley, bear, malt, freſh and cured ſalmon, are ſhipped: and coal, wood, tar, iron, flax, aſhes, &c. are received by coaſting and foreign trade. There are three ſhips employed in the Greenland whale fiſhery. Some time ago ſail-cloth was made here to a conſiderable amount; but that trade is given up: and white and coloured threads, tan-works, and rope-works, now conſtitute the principal manufactures of the place.

Moresby, (*Cumb. E.*) a village with a ſmall harbour near Whitehaven, and a little coaſting trade.

Morison's haven. See Prestonpans.

Mountmellick, (*Queen. I.*) a town with ſome manufactures of ſerges, druggets, &c. and a conſiderable trade in combing wool and ſpinning worſted for Norwich and other parts of England, the demand for which is rather declining.

Mountrath, (*Queen. I.*) a town with the ſame employment as Mountmellick, and alſo ſome iron-works, which are much hindered by the ſcarcity of charcoal.

Mousehole, (*Corn. E.*) a fiſhing village, with a harbour for ſmall veſſels in a ſpacious and ſafe bay, called Mounts bay.

Mowcop, (*Chef. E.*) a village on the confines of Stafford-ſhire, noted for the excellent quality of the mill-ſtones got in the adjacent mountain, which are reckoned equal to thoſe of France.

Moy, (*Tyr. I.*) a village on the Blackwater, with a ſhare of the linen trade.

Mucross (*Ker. I.*) has rich mines of copper.

Muirkirk iron-works (*Ayr, S.*) were eſtabliſhed in the year 1787 in the higheſt part of Ayrſhire, a country abounding with the requiſite articles of coal, iron-ſtone, and lime. The diſtance from water carriage renders it deſirable to bring the iron to the greateſt value, and therefor much of it is made into bars. There is alſo a manufacture of coal tar and lamp black.

Mullingar, (*W. Meath, I.*) a town chiefly noted for the great ſales of horſes and wool at its fairs. Some linens are made in and around it.

Musselburgh, (*Edin. S.*) a pleaſant little town on the ſouth ſhore of the Forth. A manufacture of fine woolen cloth has been carried on here about 200 years, and good cloth has been made, but on a ſmall ſcale. There was alſo a pretty extenſive manufacture of coarſe woolen cloth, called Muſſelburgh ſtuff. But the cotton manufacture, which has been lately introduced, has entirely driven out the Muſſelburgh ſtuffs. A manufacture of china ware, though excelling in the ornamental part, has been dropt: but potteries for white and brown ware are thriving. There are alſo manufactures of ſoap, ſtarch, and the old-eſtabliſhed ſalt-works, the uſual attendant of coal, which is in great abundance.

Muthil, (*Perth, S.*) a little village, with an oil mill, and a ſmall cotton work.

Nairn, a ſmall town at the mouth of a river, and the capital of a ſhire, both of the ſame name, has but little trade or induſtry, except in fiſhing, which employs a few boats.

Namptwich, (*Chef. E.*) a large, regular, and handſome, town on the River Wever, the chief buſineſs of which is making ſalt from brine found in pits, which is here peculiarly ſtrong. (See Salt-works.) The cheeſe of the adjacent country has a remarkable fine flavour, which is aſcribed to the ground being impregnated with ſalt, and communicating a taſte and ſubſtance to the graſs, which is agreeable to all kinds of cattle, and makes them thrive. There is a great market for corn, and a conſiderable manufacture of ſhoes, chiefly for London.

Navan, (*Meath, I.*) a conſiderable town on the Boyne, which has been made navigable up to it, contains about 4,000 people, moſtly engaged in various branches of trade.

Neath, (*Glam. W.*) a thriving town about two miles from the mouth of a river of the ſame name, which admits veſſels employed in trading to London, Briſtol, &c. It has abundance of coal, with which it ſupplies the adjacent counties: and tin is found on the banks of the river above the town. There are conſiderable iron forges, ſmelting houſes, and works of copper. The harbour has been lately improved, and is connected with the interior country by a canal.

Newark, (*Nott. E.*) a conſiderable town upon

the Trent, which is navigable for ſailing craft, has a good trade in corn, malt, wool, lime-ſtone, and a kind of ſtone of the nature of plaſter of Paris (if not the ſame) found on the Beacon hill. A cotton mill gives employment to about 300 people, moſtly women and children.

NEWBIGGING, *(Northumb. E.)* a fiſhing village, ſituated on a point between the mouths of the Lyne and the Wandſbeck.

NEWBURGH, *(Aberd. S.)* a village at the mouth of the River Ythan, which forms a harbour for veſſels of 150 tuns. A few veſſels belong to the place, and are employed in coaſting and trading to Norway. Pearls have been found in the river, but are not an object worth the labour of ſearching for them.

NEWBURGH, *(Ang. W.)* a ſmall town, with manufactures of cordage and mats, made from marine plants.

NEWBURGH, *(Fife, S.)* a ſmall town on the ſouth ſhore of the Tay, which is here navigable for ſhips of 500 tuns. There is a good landing place with piers, &c. but it is too near to Dundee and Perth to have any conſiderable commerce. Sileſias, oſnaburgs, and brown linens, are the chief manufactures.

NEWBURY, *(Berk. E.)* a conſiderable town on the River Kennet, which is navigable to it, was once the ſeat of a moſt flouriſhing woolen manufacture, moſt of which has in proceſs of time moved farther weſt. There are ſtill manufactures of druggets and ſome ſhalloons: and great quantities of malt are made here, and ſent down to London by water.

NEWCASTLE, *(Northumb. E.)* a large, handſome, and proſperous, town, ſituated on the north bank of the Tine, about ten miles from its mouth. The tide, which flows about eight miles above the town, carries veſſels of good burthen up to the bridge; and they load and unload with their ſides cloſe to the quay, which is larger and longer than that of Briſtol, or any other port in the kingdom, except Yarmouth. The largeſt ſhips, and the coal ſhips in general, come no higher than Shiels; and the coals are carried down in keels (veſſels of a limited ſize, ſerving at once for meaſures and lighters) which take them from the ſtaiths, or ſhipping places, neareſt to the mines. The coal mines are the ſource of the trade and opulence of Newcaſtle, and the ſupports of its manufactures, which comprehend glaſs of every kind, iron-mongery, and pottery, all very extenſive, and, alſo of late, iron-works. Salt, another article dependent upon abundance of fuel, is made at the mouth of the river; and there are many windmills on the adjacent moor for expreſſing oil, and for other manufactures requiring powerful machinery. Grindſtones, for which Newcaſtle has been famous as long as for coal, are cut and exported in great numbers. Beſides the prodigious quantity of ſhipping employed in ſupplying London and other places with coal, the merchants ſend many veſſels to other parts of the kingdom, and alſo to moſt parts of Europe, and ſome to the Greenland fiſhery; and their port ſtands the third in the kingdom in reſpect to the quantity of ſhipping, and is ſcarcely inferior to Liverpool. The veſſels built for the coal trade are remarkable for being ſtrong and ſerviceable.

The coals ſhipped in the port of Newcaſtle in the year 1799 were

for London - -	332,165	chaldrons.
other ports in Great Britain	115,654	
foreign parts - -	43,366	

Eight of theſe chaldrons make generally above fifteen of the London pool meaſure. See COAL-WORKS.

NEWCASTLE, *(Staff. E.)* a conſiderable town, with a manufacture of hats, but now more noted as being ſurrounded by the various ſeats of the earthen-ware manufacture. See POTTERIES.

NEWENT, *(Glouc. E.)* a town in the foreſt of Dean, which is riſing into conſequence by means of coal mines lately diſcovered beſide it, whereby there are hopes of effecting a reſtoration of the iron-works, which were wrought here ſince the time of the Roman dominion in the iſland, till the want of wood fuel obliged the undertakers to throw them up.

NEWHAVEN, *(Suſſ. E.)* a ſmall ſea-port at the mouth of the Ouſe, by the navigation of which it ſupplies the country as far up as Lewes, and a little way above it, with coal, deals, &c. and gets in return the corn, wood, bark, &c. of the country. The harbour admits only ſmall veſſels; and ſome ſuch are built in it.

NEWNHAM, *(Glouc. E.)* a town on the weſt ſide of the Severn, the chief buſineſs of which is ſhipbuilding.

NEWPORT, *(Hamp. E.)* a large town, the capital of the Iſle of Wight, about five miles above the mouth of the River Medina, which carries ſmall veſſels up to it, by which, and its ſituation near the center of a fertile country, it has a pretty good trade.

NEWPORT, *(Mon. E.)* a good town near the mouth of the Uſk, which makes a harbour for ſmall veſſels. Shipbuilding is the principal buſineſs of the place.

NEWPORT, *(Pemb. W.)* a ſmall town at the mouth of the River Newerne, which was a good harbour, till the ſtream changed its courſe.

NEWPORT PAGNEL, *(Buck. E.)* a conſiderable town on the River Ouſe, with a good market for corn, and alſo for bone lace, the manufacture of the town and adjacent country.

NEWPORT PRATT, *(Mayo, I.)* a ſmall town, ſituated on a river at the head of a large bay, opening to the Atlantic ocean, and ſtudded with innumerable iſlands, among which there is excellent anchorage. Though ranked as a port, its ſhipping is very trifling, and its ſmall exports conſiſt chiefly of corn.

NEW ROSS, *(Wex. I.)* a good town on the River Barrow, which carries large veſſels up to the

quay, and is navigable as far as Athy in the county of Kildare, has a conſiderable exportation of beef, butter, corn, flour, and ſome linens.

NEWRY, (*Down, I.*) a proſperous town with about 10,000 inhabitants, who carry on a conſiderable trade, chiefly in linen and proviſions, which is much promoted by a canal affording an inland communication between Lough Neagh and Carlingford bay, which is an excellent harbour for the largeſt ſhips.

NEWTON, (*Down, I.*) a town at the head of Strangford lough, with ſome trade.

NEWTON, (*Hamp. E.*) a ſmall town on the north ſide of the Iſle of Wight, with a ſpacious natural harbour, capable of receiving the largeſt ſhips, but very little uſed.

NEWTON, (*Mont. W.*) a ſmall town on the Severn, with a manufacture of flannels.

NEWTON DOUGLAS, formerly called NEWTON STEWART, (*Wigt. S.*) a thriving village on the River Cree, which, with the flood tide, carries veſſels almoſt up to it, has ſome trade in ſhipping lead from the adjacent mines.

NEWTON LIMAVADY, (*Lon. I.*) a town near the eaſt ſhore of Lough Foyle, with a conſiderable ſhare of the linen buſineſs.

NEYLAND, (*Suff. E.*) a town on the north bank of the Stour, by the navigation of which it has ſome trade. A good deal of yarn for the Norwich manufacturers is ſpun here.

NIELSTON, (*Renf. S.*) a thriving village, which, with ſome newer villages in its neighbourhood, is occupied by weavers, employed upon muslins and other cotton goods, ſilk gauzes, cambrics, lawns, &c. There are here three cotton mills, an extenſive print-field, and twelve bleachfields.

NORTHAMPTON, the capital of the ſhire of the ſame name, is a handſome town on the River Nen, which has been made navigable by boats up to it. A great manufacture of ſhoes for home conſumption and exportation was long carried on here; but that trade has lately declined, as has alſo the lace manufacture, which uſed to employ many of the women. A cotton manufacture employs about 100 women and children. Some hands are engaged in combing and ſpinning wool. And a great deal of buſineſs is done at the markets for corn and horſes.

NORTH BERWICK, (*Had. S.*) a ſmall town with a tide harbour, at which the corn of the adjacent fertile country is ſhipped.

NORTHLEECH, (*Glouc. S.*) formerly the ſeat of a thriving woolen manufacture, but now only noted for its corn market.

NORTHWICH, (*Chef. E.*) an antient town, has a ſpring of very ſtrong brine, from which ſalt is made, and alſo mines, or quarries, of rock ſalt, much of which is ſent to Liverpool, where it is boiled with ſea water. See SALT-WORKS.

NORWICH, a large and handſome city, and a county of itſelf, containing about 40,000 inhabitants, is ſituated on both ſides of the River Yare, which is navigable up to it. It has been during many ages the center of a very flouriſhing manufacture of light woolen goods, conſiſting of crapes, bombaſines, camlets, and a vaſt variety of other fabrics, comprehended under the general name of worſted, but now more uſually called Norwich ſtuffs, which give bread to many thouſands of men, women, and children, in this city, in the county of Norfolk, and in other counties to a very great diſtance, and are ſent to all parts of the world. A cotton manufacture has alſo been eſtabliſhed here.

NOTTINGHAM, the capital of the county to which it gives name, is a large and handſome town, built upon a hill about a mile from the River Trent, with a fine plain intervening, which would have been an excellent ſituation for the town: but the barbariſm of an age in which military ideas engroſſed all attention, induced the founders to prefer a precipitous ſandy rock. The inhabitants are chiefly employed in the hoſiery, or ſtocking, manufacture, of which this town is the principal ſeat. The manufacturers give the yarn, whether of wool, cotton, or ſilk, to their workmen, and receive made work, weight for weight, which they keep in the rough, till they receive orders from their cuſtomers. This manufacture is ſpread over all the adjacent country, and into the counties of Derby and Leiceſter; but moſt of the finer ſilk and cotton goods are made in Nottingham. Thread ſtockings, which were in great demand formerly, eſpecially for the Weſt-Indies, have been quite neglected ſince Arkwright's machinery has brought cotton yarn to a moderate expenſe. Lace is made here on the ſtocking frame; and it would be a laudable object of the encouragement of thoſe ladies, whoſe rank in life enables them to lead the faſhion, in order to baniſh the other kind of lace, which ruins the eyes of the women who make it, eſpecially if women would take up the buſineſs of making the frame-work lace. Nottingham is alſo famous for its malt and ale, the cellars for which are dug out of the ſandy rock, to a very great depth, ſtory under ſtory. The other manufactures are an iron foundery, and works for making white lead, dying, bleaching, &c. There is a very long bridge over the Trent, at which is the harbour for the ſailing river craft, which bring up the neceſſary articles of diſtant or foreign production from Lynne: and there is alſo navigable communication by the canals with Liverpool, Briſtol, and London.

NUNEATON, (*War. E.*) a conſiderable town, has a ſhare of the riband manufacture.

OAKHAMPTON, (*Dev. E.*) an inland town with a manufacture of ſerges.

OAKINGHAM, (*Berk. E.*) a ſmall town, has mills for throwing ſilk, a manufacture of gauze, and ſome trade in wool.

OBAN, (*Arg. S.*) a village on the weſt coaſt, with a deep and ſpacious harbour, protected by the iſland of Kerreray. For the accommodatiun of the fiſhery, a cuſtom-houſe and poſt-office have been eſtabliſhed here: and there are ſeveral veſſels belonging to the port, ſome of them built on the

ſpot, which are employed in the fiſhing and coaſting buſineſſes; and one of them trades to the Baltic. If ever the canal between Fort-William and Inverneſs ſhall be accompliſhed, the fiſhery be relieved from the oppreſſion of the ſalt laws, and manufactures be introduced in the adjacent country, Oban may become a great and flouriſhing town.

OMOA IRON-WORKS, *(Lan. S.)* at Cleland, about 5 miles eaſt from Hamilton, were eſtabliſhed in the year 1787, in a country full of coal and iron-ſtone of excellent quality, and are doing well.

ORFORD, *(Suff. E.)* a poor decayed town, which was a conſiderable commercial port in former times, till the ſea threw up a beach, whereby the channel of the River Ore appears to have been bent to the ſouthward. By this misfortune Orford has ſunk to a fiſhing village, a creek of Aldburgh.

ORKNEY ISLANDS, a large cluſter of iſlands, which, together with the Shetland iſlands, conſtituted the antient Norwegian earldom of Orkney, and now conſtitute the moſt northerly ſhire in the Britiſh dominions. The largeſt of the Orkneys is called Mainland, in which, and in moſt of the other iſlands, there are a great number of excellent natural harbours, which are of very little uſe for want of trade. The inhabitants have about 200 boats employed in fiſhing on their own coaſt and among the Shetland iſlands. Kelp, which has become the ſtaple commodity of the iſlands, is annually made to the amount of about three or four thouſand tuns, and moſtly carried to Newcaſtle. The whole produce of the iſlands is ſhipped, and all the imported goods landed, at the two harbours of Kirkwall and Stromneſs, which ſee.

ORRITOR, *(Tyr. I.)* a village in a linen country.

OTLEY, *(York, W. R.)* a pleaſant town with ſome cotton mills.

OULNEY, *(Buck. E.)* a town on the River Ouſe, has a ſhare of the lace manufacture.

OXFORD, a celebrated city on the Thames, the capital of a ſhire to which it gives name, is the ſeat of a famous univerſity, but has no manufactures of any kind, except making malt, chiefly for London, to which may be added printing and letter-founding, the univerſity having an excluſive privilege of printing bibles and ſome other books.

PADSTOW, *(Corn. E.)* a ſmall town ſituated on the weſt ſide of an eſtuary formed by the mouth of the River Camel, which makes a good harbour for large veſſels, though rather of difficult acceſs, has ſome veſſels employed in trading to Ireland, Briſtol, &c. and a ſhare of the herring fiſhery. Slate is the chief article ſhipped here.

PAINSWICK, *(Glouc. E.)* a ſmall town, has a conſiderable manufacture of fine woolen cloth.

PARKGATE, *(Cheſ. E.)* a village with a ſmall harbour, which is a ſtation for packet-boats to Ireland; and from the money ſpent by paſſengers ariſes the chief circulation of the place.

PARTON, *(Cumb. E.)* a village with a harbour for ſmall veſſels, has ſome ſhare of the coal trade to Ireland.

PASLEY, *(Renf. S.)* a large and flouriſhing town, ſituated on the Water of White Cart, which, by the help of a ſhort canal to avoid Inſhinnan bridge, carries veſſels of 60 tuns up to the houſes. About the time of the union Paſley, originally a village ſubject to an abbay, began to be noted for manufactures of coarſe checks, handkerchefs, and ſtuffs called Bengals, and alſo muſlins, which could not, however, ſtand a competition with thoſe of India. All theſe were carried on upon a ſmall ſcale. The manufacturers afterwards went upon lawns, gauzes, kentings, cambrics, and other light fabrics, which were found more profitable. Theſe were followed by ounce threads,* ſilk gauzes, ribands, muſlins which rival thoſe of India, and other cotton goods, which are all made in the greateſt perfection in this hive of induſtry, which is deſervedly called the Manchester of Scotland: and Paſley, like that great manufacturing capital, enlivens the induſtry of all the country around, and is alſo, like it, exempted from the convulſions of parliamentary repreſentation.

PATELY-BRIDGE, *(York, W. R.)* a ſmall town on the banks of the Nid, in which, and in the adjacent valley, called Niderdale, a conſiderable quantity of linen is made of bleached yarn.

PATHHEAD, *(Fife, S.)* a village adjoining to Kirkcaldy, formerly noted for making nails; but now that buſineſs has fallen off, owing to the more extenſive manufactures in other places.

PATRINGTON, *(York, E. R.)* a ſmall town on the ſhore of the Humber, ſaid to have once had a good harbour, which lately admitted very ſmall veſſels at the mouth of the rivulet which forms it, and is now removed from the ſea by the embankment of Sunk iſland and the adjacent mud-banks.

PEEBLES, the capital of an inland ſhire of the ſame name, is an antient town on the north bank of the Tweed. Being in the heart of a ſheep country, it has ſome manufactures of blankets, ſtuffs, coarſe cloths, &c. but moſt of the yarn ſpun here is ſold to Engliſh manufacturers, who return it to Scotland in the form of finiſhed goods. The manufacture moſt worthy of notice is a brewery of porter, conducted by Mr. Ker, who has diſcovered an important ſaving in the uſe of hops.

PEEL, *(Mann)* a ſmall town with an indifferent harbour at the head of a little bay, has ſome veſſels employed in fiſhing.

PEMBRIDGE, *(Heref. E.)* a ſmall town on the River Arrow, with ſome ſhare of the woolen manufacture.

* About the year 1725 Mrs. Millar of Bargarran introduced the thread manufacture as an employment for her own family; and it has ſince become an object of great importance.

PEMBROKE may be called the capital of Milford haven, as well as of the Welſh ſhire named from it, the cuſtom-houſe for the whole haven being eſtabliſhed at it. The town is ſmall, and has but little trade.

PENALHT, (*Mer. W.*) a village with conſiderable iron-works.

PENARTH, (*Glam. W.*) a village at the mouths of the Elwy and the Tarf, with a little coaſting trade.*

PENNYCUICK, (*Edin. S.*) a pleaſant village on the North Eſk, which has been much enlarged by the erection of a cotton mill about the year 1779, the firſt of the kind in Scotland, and ſome paper mills.

PENRICE, (*Glam. W.*) a ſmall town, with a good harbour on a bay of the Briſtol channel.

PENRITH, (*Cumb. E.*) a good town, with a manufacture of checks. At Eymot bridge, one mile ſouth from it, there is a public bleach-field for houſewife linens, of which a conſiderable quantity is made in the neighbourhood.

PENRHYN, (*Carn. W.*) a village on the ſhore of the Menai, the ſtrait between Carnarvon and Angleſey, at which a harbour has lately been eſtabliſhed, and conſiderable quantities of ſlates are ſhipped.

PENRYN, (*Corn. E.*) a neat little town, has ſome veſſels in the Newfoundland fiſhery, and a ſhare of the pilchard fiſhery in the ſeaſon.

PENZANCE, (*Corn. E.*) a neat thriving town, with a harbour for ſmall veſſels, and a good deal of trade, chiefly in fiſh, and ſhipping the tin, lead, and copper, which abound in this part of the country. It is one of the coinage towns for tin.

PENSFORD, (*Som. E.*) a ſmall town on the River Chew, with a ſhare of the woolen manufacture.

PERSHORE, (*Worc. E.*) a town on the Avon, with ſome trade by the navigation of the river, and a manufacture of ſtockings.

PERTH, the capital of the great ſhire named from it, is a large and proſperous town, ſituated on the weſt ſide of the river Tay, which carries veſſels of 90 or 100 tuns up to it. There is a very extenſive fiſhery for ſalmon, and they are carried, moſtly freſh, being packed in ice, to London in ſmacks, which ſometimes make their paſſage in *fifty-two hours*. The other veſſels belonging to the port are chiefly employed in coaſting, and a few in importing flax, flax-ſeed, wood, iron, &c. Perth is emulating Paſley in enterpriſe and induſtry, being, like it, the center of a manufacturing country. Sileſias, britannias, kentings (or ghentings), hollands for ſhirting and ſheeting, low-priced linens, and pack-ſheeting, are the fabrics made from flax and hemp, which are chiefly imported from Holland, and ſpun in the adjacent country. There are mills and eſtabliſhments for ſpinning cotton in ſeveral villages near the town; and the yarn is made into muſlins, calicoes, handkerchefs, &c. The printing and bleaching buſineſſes are carried on to a great extent in the neighbouring country. (See CROMWELL PARK, LUNCARTY, RUTHVEN, STORMOUNT, TULLOCH.) The ſkins of cattle, ſheep, and goats, are tanned and dreſſed to a conſiderable amount; and ſhoes, boots, and gloves, are ſhipped for London and other places. Their are three paper mills near the town.

PETERBURGH, (*Northamp. E.*) an antient town on the north bank of the River Nen, is noted as the ſmalleſt epiſcopal city in England. It has ſome ſhare of the hoſiery buſineſs, and ſome trade in ſending malt down the river in barges, and receiving in return coal and other articles, for the accommodation of the neighbouring country.

PETERHEAD, (*Aberd. S.*) a handſome thriving town, has an excellent harbour with 12 to 14 feet of water at ſpring tides, which affords refuge to many veſſels taken in hard gales, and is ſtill improveable. In the adjacent villages there are many fiſhermen, who, beſides ſupplying the town and country with freſh fiſh, ſend conſiderable quantities, ſalted, to London. Peterhead, though only a creek of Aberdeen in the cuſtom-houſe language, poſſeſſes about 3,000 tuns of ſhipping, in veſſels from 40 to 200 tuns, employed in trading to Norway and the Baltic, and in coaſting. One goes to the Greenland fiſhery, and ſeveral to various parts of the world for account of the merchants of other ports. The goods ſhipped conſiſt of—corn, potatoes†, butter, cheeſe, eggs, beef, pork, ſalmon, herrings, cod, lobſters, paving ſtones, whale oil, whale-bone, ſeal ſkins, and a great part of all the articles manufactured, partly to foreign countries, but moſtly to Britiſh ports, and chiefly to London. Peterhead receives—wood for building veſſels and houſes, from the continent and from Speymouth; iron, flax, ſeeds of flax, and graſs, from the continent; yarn from Huntly, Keith, &c.; coal, lime, groceries, drapery, and all kinds of goods, from London, Leith, &c.

This town was *formerly* famous for the goodneſs of its ale, and is now noted for the goodneſs of its bread. In the ſeventeenth century, ſalt was made in the neighbourhood; and the works have been revived on a ſmall ſcale. In the year 1764, two young ladies of the name of Park began to make white ounce threads, and by their perſevering attention to buſineſs they obtained a reputation for their goods, which in time enabled them to retire with a competent fortune; a proof (if proof were neceſſary) that women are not incapable of conducting

* Near it are a village and an iſland, which, as well as the more noted iſlands of Silley, ſeem to preſerve in their names a remembrance of the gallant nation of the Silures, the antient inhabitants of South Wales.

† About the middle of the eighteenth century, potatoes were brought to Peterhead from Ireland and Norway as matters of curioſity: now they are carried to Norway as an article of trade.

a buſineſs on a reſpectable ſcale *, if they ſet their minds upon it. Their example has been followed by ſix houſes, but all of men, who employ 52 twiſt mills; the number is increaſing; and thread is the ſtaple manufacture of the place. Cotton is ſpun upon jennies, and woven into various fabrics. Of wool are made ſerges, calimancoes, duffles, &c. There are ſome other manufactures, as yet on ſmall ſcales, particularly one of coarſe woolen cloth, which is likely to do well.

There is a celebrated ſpring here, which, together with the convenience of ſea bathing, attracts genteel company in ſummer, who circulate a good deal of money in the place. Accommodations for lodging and amuſement have been provided; and Peterhead has got the name of the Scarburgh of Scotland.

PEVENSEY, (*Suſſ. E.*) a decayed antient town, formerly a port of ſome note, and, by its name, apparently ſeated on an iſland or peninſula, has been long deſerted by the ſea, now two miles from it, and can be reached only by ſmall boats, which work up a rivulet with the tide.

PHILIPSTOWN, the capital of King's county in Ireland, is a ſmall town with very little trade.

PITTENWEEM, (*Fife, S.*) an antient town with a tolerable harbour, which formerly had a number of good veſſels, but now only four. Coal and ſalt, the only articles of trade in the place, attract a good many veſſels from the north parts of Scotland, this being the loweſt port on the Forth, where they can be got.

PLYMOUTH, (*Dev. E.*) a large and flouriſhing town, ſituated on the Plym, a little river, which here joins the Tamar, and on a fine bay, which makes one of the beſt harbours in the kingdom, fit to receive the greateſt fleet. The inhabitants are largely concerned in the Newfoundland fiſhery, and the pilchard fiſhery, and carry the produce of both to Spain, Portugal, and the Mediterranean.

PLYMOUTH DOCK, about a mile weſt from the town, contains wet and dry docks for building and repairing ſhips belonging to the navy, and all the neceſſary eſtabliſhments of ſtore-houſes, work-ſhops, &c. which altogether make a large and populous town.

PLYMTON (*Dev. E.*) is one of the ſtannary towns.

POLGAVIE, (*Forf. S.*) a village on the ſhore of the Tay, with a harbour in the mouth of a rivulet, where ſmall veſſels take in corn, and deliver coal, lime, &c.

POLLOCKSHAWS, (*Renf. S.*) a village between Glaſgow and Paſley, enlivened by their manufacturing ſpirit, which has produced two mills for ſpinning cotton, wherein 600 perſons, young and old, are employed, manufactures of muſlins, print-fields, bleach-fields, &c.

POMEROY, (*Tyr. I.*) a manufacturing village in the linen trade.

PONTEFRACT, corrupted to POMFRET, (*York, W. R.*) a handſome town, in which, though it has but little trade of its own, the accounts of the cloths fulled at all the fulling mills in the Weſt riding of York-ſhire are annually made up at the Eaſter ſeſſions. Its fairs are noted for the number and goodneſs of the horſes ſold at them.

PONTYPOOL, (*Mon. E.*) an inland town, with ſome iron-works on the River Avon, and a manufacture of japanned ware, known by the name of Pontypool ware.

POOLE, (*Dorſ. E.*) a town and county of itſelf, on the ſhore of a large bay with a narrow entrance and good anchorage, called Luxford lake, or Poole harbour. The peninſula, on which the town ſtands, was covered with ſedges and ruſhes in the memory of old men contemporary with Leland. From a few fiſhermen's huts it grew up to a reſpectable town in the reign of Richard III. It afterwards declined, and again flouriſhed, and is now a populous town, with good houſes built of ſtone. A good deal of corn is ſhipped here, and alſo tobacco-pipe clay, and ſtones for building from the quarries of Purbeck. The merchants trade to Norway and America; but the chief object of their attention has long been the Newfoundland fiſhery, to which they have lately added the Southern whale fiſhery. A number of people find employment in catching mackerels and herrings in their ſeaſon, with which, and other fiſh, they ſupply the neighbouring country, and alſo oyſters, ſome of which produce pearls.

PORLOCK, (*Som. E.*) a town on a ſmall bay of the Briſtol channel, has a few veſſels employed in bringing coal and lime, and alſo conſiderable fiſheries of ſalmon and herrings,

PORTADOWN, (*Arm. I.*) a thriving village in the linen country, ſituated on the River Bann, by which it has a communication with Lough Neagh, as it has by the Newry canal with Carlingford bay.

PORTARLINGTON, (*Queen. I.*) a conſiderable inland town, with very little trade. A good deal of cheeſe, made in the neighbouring country, is ſent to Dublin.

PORT DUNDAS, (*Lan. S.*) a new village near Glaſgow, and the port of that city for the canal navigation, being at the head of the branch joining the great canal and at the end of the canal which extends to the coal mines of Monkland.

PORT-GLASGOW, (*Renf. S.*) a town on the ſouth ſide of the Clyde, founded in the year 1668 by the community of Glaſgow to accommodate the ſhipping of that city, which is not acceſſible by large veſſels. The harbour has 15 feet of water, is formed by three good piers projecting into the channel of the river, and has a good dry dock. Before the American war the merchants of Glaſ-

* Before the year 1764 there were many female thread-makers in various places, in the trifling way of retailing their own manufacture and ſerving the petty ſhops. But the Miſs Parks deſerve to be immortalized along with Mrs. Millar at Paſley, as foundreſſes of an important manufacture; to whom might be added Mrs. Carrick at Strathmiglo, if the buſineſs, begun by her, were ſtill kept up.

gow built all their ſhips in America, except a few built for them at Leith. Since that event ſhip-building and the manufactures connected with it, have been eſtabliſhed at Port-Glaſgow.

PORTOBELLO. See BRICKFIELD.

PORT-PATRICK, (*Wigt. S.*) the ſtation of the poſt-office packets to Ireland, to which this is the neareſt port in Great Britain, is chiefly ſupported by the numerous travelers to and from that iſland, and the carriage of ſome cattle and merchandize. A good quay has been erected, by means of which, with a light-houſe here and another at Donaghadee, the paſſage is rendered ſafe and eaſy in any hour of the night. A few veſſels belong to the harbour, and ſome are built here.

PORT-RUSH, (*Ant. I.*) a village with a harbour, and ſome veſſels engaged in coaſting, fiſhing, &c.

PORTSKEWETH, or PORTASCAUET, (*Mon. E.*) a village near the mouth of the River Throgoy, and ſaid to have been the principal port of the country, till Chepſtow drew the trade away from it.

PORTSMOUTH (*Hamp. E.*) is not a place of much trade, except what is produced by the prodigious naval works carried on in its dockyard, and the circulation of money expended by the people of all deſcriptions, belonging to, or connected with, the royal navy. The harbour poſſeſſes all the points of excellence required by the beſt judges to conſtitute a perfect harbour, and is capable of containing the whole navy in ſafety, protected by nature from ſtorms, and by art from the attacks of enemies. The dock-yard is ſo amply provided for building and repairing ſhips of war, and with every thing requiſite for fitting them out with the utmoſt diſpatch, that nothing in the world can be compared to it.

PORTSOY, (*Bamf. S.*) a village with a ſmall harbour and a few coaſting veſſels. There is here an inexhauſtible maſs of marble, or jaſper, of which great quantities were formerly carried to France, and partly uſed in the buildings of the palace of Verſailles. A manufacture of ſtocking thread has failed by the diſuſe of thread ſtockings.

PORT-WILLIAM, (*Wig. S.*) a new village, with a ſmall ſheltered harbour, capable of receiving veſſels of 200 tuns. The little trade it has conſiſts in ſhipping ſome corn, wool, &c. and receiving lime, coal, and other articles for the conſumption of the country.

The POTTERIES, (*Staff. E.*) the general name of the diſtrict in which the manufacture of earthenware is carried on in the improved manner introduced by the late Mr. Wedgwood, comprehending—Etruria, the ſeat and works of Mr. Wedgwood, Cowbridge, Handley, Smithfield, Newfield, Burſlem, Longport, Golden hill, Lane end, Lane Delft, Lower lane, Vale pleaſant, Sheldon, and Stoke, moſt of which have been created, or raiſed from inſignificance, by the manufacture. They are ſituated in a country full of coal, and in the heart of England, with every part of which they have navigable communication by means of the grand trunk canal, and the other canals which now interſect every part of the kingdom. From fifteen to twenty thouſand people are employed in the Potteries; and the operations of digging and collecting the clay, flint, &c. in Kent, Suſſex, Hampſhire, Dorſet-ſhire, Devon-ſhire, and Cornwall, and conveying them to the ports of Liverpool and Hull, and from them, by inland navigation, to the Potteries, are ſuppoſed to employ from thirty to forty thouſand people, and from forty to ſixty thouſand tuns of ſhipping, beſides thoſe which are afterwards employed in conveying the finiſhed goods to every part of Great Britain, and to every part of the globe: for there is probably no civilized part of the globe, in which Stafford-ſhire earthen ware is not uſed *. See V. iii, p. 380.

PRESCOT, (*Lan. E.*) a town diſtinguiſhed as the original ſeat of the manufacture of watchmaker's tools, in which it ſtill excells, as alſo in watch movements, and all the materials of watches. Theſe manufactures have been very much facilitated and extended by the excellent invention of a machine for dividing and cutting the teeth of the wheels with exactneſs, neatneſs, and expedition. This town has alſo a ſhare of the cotton manufacture, the great ſtaple of the neighbouring country.

PRESTEIGN, (*Rad. W.*) a little town with a ſmall manufacture of woolen goods.

PRESTON, (*Lan. E.*) a well-built and populous town, at the mouth of the Ribble, which admits veſſels of burthen with the tide, and carries boats about ten miles above the town, has ſome coaſting and foreign trade. About two thirds of the people are employed in ſpinning cotton, in weaving calicoes, muſlins, &c. and in printing them.

PRESTONPANS, (*Had. S.*) a ſmall town, ſo called from the pans wherein ſalt is made. Beſides that original manufacture, there are works, wherein earthen ware is made, to a pretty conſiderable extent, from materials, partly found in the adjacent grounds, and partly brought from Devon-ſhire, Kent, London, Hull, and Newcaſtle. There are alſo works for brown earthen ware, bricks, and tiles, and a conſiderable factory where oil of vitriol, aqua fortis, ſpirit of ſalt, and other drugs, are made. The place is noted for oyſters, which, beſides ſerving Edinburgh and the neighbourhood, are carried to Glaſgow and Newcaſtle.—Adjacent to the town there is a harbour with about 10 feet of water in ſpring tides, antiently called New haven and Aitchiſon's haven, but now Moriſon's haven †, and, in the cuſtom-houſe books, Preſtonpans. The

* The author of a Gazeteer of England, publiſhed in 1751, ſays that the ſtone ware made in this country has been exported to the amount of £20,000 in a year, which he reckons a great ſum. The ſtone ware has been ſuperſeded by the earthen ware: but £20,000 would be a ſmall buſineſs for one houſe in that manufacture.

† It is a curious circumſtance that this little harbour attracted the attention of ſome of the wild projectors of the year 1720. See V. iii, p. 97.

few veſſels belonging to it are employed in carrying away the articles made here, and in bringing the raw materials.

PROSPEROUS, (*Kild. I.*) a new village on the great canal, raiſed by the ſpirited exertions of Captain Brooke, has a conſiderable manufacture of cotton.

PULBURGH, (*Suſſ. E.*) an inland town on the River Arun, which brings veſſels up to it, whereby it has ſome trade with the adjacent country.

PULHELLY, (*Carn. W.*) a little town on an inlet of the ſea, which makes a harbour for ſmall veſſels.

QUEENBURGH, (*Kent, E.*) a decayed town in the iſland of Shepey, the chief trade of which is in oyſters.

QUEENSFERRY, (*Linl. S.*) a town on the ſouth ſhore of the Forth with a tide harbour, which formerly had ſeveral veſſels, but now has none, except the ſailing boats employed at the ferry here, which is one of the moſt frequented paſſages in Scotland. A manufacture of ſoap is the only one in the place.

RAMSAY, (*Mann*) a town with a harbour for ſmall veſſels at the head of a bay, which affords good anchorage in ſoutherly and weſterly winds. It is the ſecond town in the iſland, in reſpect to the quantity of ſhipping.

RAMSGATE, (*Kent, E.*) a large town in the iſland of Thanet, with a harbour protected by a ſtone pier at a great expenſe, has ſome trade to the Baltic.

RATHDRUM, (*Wick, I.*) a village, in and around which linens and coarſe woolen goods are made

RAVENGLAS, (*Cumb. E.*) a neat town, lying between the mouths of the Eſk and the Irt, with a good harbour and ſome trade, and alſo ſome buſineſs in ſhipbuilding and fiſhing.

READING, (*Berk. E.*) a large and populous town, ſituated at the junction of the Kennet with the Thames, ſends great quantities of corn, malt, and timber, down to London. Its manufactures are ſail-cloth, ſacking, blankets, ribands, gauze, white thread, and pins.

RECULVER, (*Kent, E.*) on the weſt ſide of the River Yenlade, which is reckoned the boundary of the lord mayor's juriſdiction upon the Thames, is an antient town, reduced by the encroachments of the ſea to a ſmall village, the chief buſineſs of which conſiſts in ſupplying London with oyſters.

REDBRIDGE, (*Hamp. E.*) a village at the head of Southampton water, inhabited by ſhipbuilders.

REDBROOK, (*Glouc. E.*) a village in the foreſt of Dean, with iron-works, and a rolling mill for making iron plates.

RENFREW, the capital of the ſhire of the ſame name, a ſmall town near the ſouth ſide of the Clyde, has manufactures of muſlins and other cotton goods, and ſome ſilk goods. There are alſo mills for thread, a bleachfield, &c. All theſe manufactures are of recent erection, the ſpirit of induſtry having been heretofore baniſhed by election politics. Veſſels of pretty good burthen come cloſe to the town by a canal, formed in a deſerted channel of the river.

RENTON, (*Dunb. S.*) a regular and handſome village on the weſt bank of the Leven, created by the adjacent print-fields of Dalquhurn and Cordale, which are the moſt extenſive in Scotland, and inhabited by about 1,200 people.

RETFORD, or EAST RETFORD, (*Nott. E.*) is a noted market for hops, barley, and malt.

RICHMOND, (*York, N. R.*) a handſome town, ſurrounded by mines of coal and lead, has manufactures of knitted ſtockings and caps.

RINGWOOD, (*Hamp. E.*) a conſiderable town, with a good deal of trade, and noted for its malt liquor, much of which is exported.

RIPPON, (*York, W. R.*) a handſome town on the River Ure, formerly a ſeat of the woolen manufacture, and now a great market for wool.

ROBIN HOOD'S BAY, (*York, N. R.*) a village, the inhabitants of which follow fiſhing in all its branches, and curing fiſh by drying, &c.

ROCHDALE, (*Lan. E.*) a conſiderable town, ſituated on the confines of the woolen and cotton manufactures, and having a ſhare of both. The woolen goods are moſtly plain white cloths.

ROCHESTER, (*Kent, E.*) a ſmall epiſcopal city on the Medway, cloſe to Chatham, has a little coaſting trade. The magiſtrates are by law the directors and conſervators of the oyſter-fiſhery in the river and its creeks, which appears to be the chief buſineſs of the place.

ROSS, (*Heref. E.*) a good town on the Wye, has ſome iron-works, and is a great market for wool and cider, for both which Hereford-ſhire has long been famous.

ROTHERHAM, (*York, W. R.*) a handſome town at the confluence of the Rother with the Don, has had an iron manufacture at leaſt as early as the reign of Henry VIII. It has at preſent very extenſive ones conducted in the manner of thoſe at Carron, at which the capital iron bridge at Sunderland was made.

ROTHSAY, a thriving little town, the capital of the iſland and ſhire of Bute, has a cotton mill (the ſecond eſtabliſhed in Scotland, the firſt being at Pennycuick) which employs about 300 perſons, young and old. The herring fiſhery is carried on with great ſpirit; and the ſhipping of the port is much improved and increaſed within theſe 30 or 40 years.

ROWBARROW, (*Som. E.*) a village ſupported by abundant mines of lapis calaminaris, for which the great braſs-works in Briſtol make a briſk and conſtant demand.

RUDGELEY, (*Staff. E.*) a neat town on the ſouth bank of the Trent, has the benefit of canal navigation, and a conſiderable manufacture of hats.

RUMNEY, (*Kent, E.*) one of the Cinque ports; but its harbour having been deſerted by the ſea, the inhabitants have little or no trade, and are chiefly employed in graſing cattle on the adjacent fertile marſh.

RUMSEY, (*Hamp. E.*) a conſiderable town, with manufactures of ſacking, paper, and beer; and there is a good market for corn. The manufacture of woolen goods, and particularly ſhalloons, for which this town was famous, has declined.

RUSH, (*Dub. I.*) a pretty large village on a little bay, the chief trade of which is fiſhing for the ſupply of Dublin.

RUTHERGLEN, (*Lan. S.*) a country town, which formerly poſſeſſed ſome kind of ſuperiority over Glaſgow, and now has the benefit of ſome manfactures and print-fields ſupported by that manufacturing capital.

RUTHVEN. See HUNTINGTOWER.

RUTLAND, (*Don. I.*) a village in a ſmall iſland on the weſt coaſt of Ireland, raiſed by the patriotic ſpirit of Mr. Conyngham, with a view to promote the herring fiſhery.

RYE, (*Suſſ. E.*) an antient town on the Rother, formerly a place of conſiderable trade, but now much decayed by the changes wrought by the ſea, whereby its harbour is rendered incapable of receiving large veſſels. It has ſome trade in hops, wool, timber, and catching fiſh, which are ſent to London by land carriage.

SADDLEWORTH, (*York, W. R.*) a town among the mountains on the weſt border of York-ſhire, formerly of little note, but has of late years become the ſeat of a very extenſive manufacture of woolen goods, chiefly of the finer qualities, a large quantity of Spaniſh wool being uſed by the manufacturers here.

St. ANDREWS, (*Fife, S.*) an antient city, which was the eccleſiaſtical capital of Scotland, and the ſeat of a flouriſhing univerſity. Theſe advantages drew along with them a very conſiderable foreign trade, which ſunk to nothing after the reformation. The deſtruction of the harbour by the rage of the ſea and the want of repairs was partly a conſequence, and partly a concurrent cauſe, of the ruin of the trade. A little ſpirit of trade has lately revived; and ſome veſſels have been built; ſome corn is ſhipped, and wood and iron are imported: but the harbour can never be made capable of accommodating any great number of veſſels. The buſineſs of flowering and tambouring muſlins, ſent from Glaſgow, employs the young girls. But the univerſity is likely to continue the chief ſupport of the city.

St. DAVID'S, (*Fife, S.*) a ſmall village with a ſpacious harbour capable of receiving large ſhips, at which are ſhipped great quantities of coal, the produce of a very copious mine, and ſome ſalt.

St. EDMUNDSBURY, (*Suff. E.*) a well-built and populous town on the River Sark, or Mildenhall, which is navigable to Farnham, a village one mile below it. Spinning is the chief buſineſs of the place.

St. GERMAN'S, (*Corn. E.*) at the head of a branch of Plymouth harbour, though formerly a biſhop's ſee, and now a parliamentary burgh, is only a ſmall fiſhing village.

St. HELEN'S, (*Lan. E.*) a village near Preſcot, has been raiſed to importance by being the ſeat of the plate-glaſs manufacture, where mirror glaſs, in all reſpects equal to the French, is made of the dimenſions of 133 inches by 72—139 by 60—135 by 62, and 144 by 54. Since the year 1789 they have been ground and poliſhed by a steam engine, which does the work of 160 men. There is alſo a manufacture of window glaſs, and ſmall plates, made by blowing. And there is an extenſive work for ſmelting and refining copper ore.

St. IVES, (*Corn. E.*) a ſmall town on the weſt ſide of a little bay, which is very much choked up with ſand, has ſome veſſels employed in carrying ſlates and other coaſting buſineſs, and in fiſhing, and has a good ſhare of the pilchard fiſhery.

St. NEOTS, (*Hunt. E.*) a town on the River Ouſe, by the navigation of which it has ſome trade in ſupplying the country with coal, &c.

SALISBURY, (*Wilt. E.*) a large and handſome epiſcopal city, on the Avon, which is navigable from the Channel to within two miles of it. There are here conſiderable manufactures of flannels, ſome of which are called Saliſbury ſerges, long cloths, called Saliſbury whites, for the Turkey trade, druggets, bone lace, and ſome cutlery ware. Vaſt numbers of ſheep are fed on the very extenſive plain adjacent to this city.

SALTASH, (*Corn. E.*) a conſiderable town with a good harbour, a branch of that of Plymouth, has ſome coaſting trade and ſome veſſels in the Newfoundland fiſhery. The only manufactures of any note are making malt and brewing.

SALTCOTS, (*Ayr, S.*) a ſmall thriving town with a made harbour. Its proſperity is owing to the exertions of a ſucceſſion of judicious and ſpirited proprietors. Mr. Cuningham, the great-grandfather of the preſent proprietor, built a pier at his own expenſe, which enables veſſels of 12 feet to enter or ſail at ſpring tides. The preſent Mr. Cunningham in the year 1772 made a canal between the harbour and the coal-work, with branches to the various pits, all on a level, being a miniature copy of the duke of Bridgewater's, by which the coals are carried from the pit to the ſide of the veſſel which exports them. Many of the inhabitants are employed in the coal-mine and the ſalt-works, and in carrying coals to Ireland and ſalt to the ſouth coaſt of Scotland. Some are engaged in the herring fiſhery. A few veſſels trade to the Baltic for hemp, iron, and timber, and to Wales for ſhip timber. Ship building and rope-works are ſucceſsfully carried on. Many hands are employed in manufactures of ſilk and cotton. Spinning jennies have been introduced, which, with flowering and tambouring, and making nets, give employment to the young women, and the children of both ſexes.

SALTFLEET, (*Linc. E.*) a ſmall town with a harbour, and a little coaſting trade.

SALT-WORKS, (*Chef. E.*) Northwich is the chief of the ſalt towns; and it alone poſſeſſes mines of rock ſalt, which are from 28 to 48 yards beneath the ſurface, in addition to the ſalt ſprings, which it has in common with ſeveral other places, called *wiches* in this part of the country. The mines of rock ſalt were diſcovered about a century ago. There are delivered from the pits above 60,000 tuns annually, of which there are exported to the continent, chiefly the Baltic and the Netherlands - - 45,000 to 50,000
to Ireland - - 3,000 to 4,000.
There are refined in England—at

Northwich - -	5,000
Frodſham -	3,000
Liverpool -	3,000
Dungeon works	2,500

The ſalt is conveyed to Liverpool by inland navigation, and affords a great accommodation to the ſhipping as a profitable ballaſt, beſides being a preſervative of the timber.

The quantity of ſalt annually made from the ſprings in Cheſhire is eſtimated as follows.

At Northwich	45,000 tuns.
Lawton	1,500
Middlewich	4,000
Winsford	15,000
Namptwich	60
Total -	65,560

SANDWICH, (*Kent, E.*) one of the Cinque ports, and formerly a place of great importance, but now in a great meaſure ruined by the retreat of the ſea, has ſtill a few veſſels which ſail to the Baltic, and ſome coaſting trade. The only article made here, worth mentioning, is malt.

SANQUHAR, (*Dunf. S.*) a town on the Nith, formerly noted for a particular kind of knitted worſted ſtockings, the demand for which has fallen off ſince the American war. Some carpets, ſerges, flannels, and other woolen ſtuffs, are made here; and there is an iron plating forge near the town. Sanquhar, ſurrounded by ſheep, coal, and ſtreams of water, is well ſituated for a conſiderable woolen manufacture.

SCARBURGH, (*York, N. R.*) a thriving town, ſituated on the ſteep ſlope of a hill, has a harbour quite dry at low water, protected from the north winds by a lofty peninſular rock, or *ſcar*, on which is placed a caſtle. The harbour is the beſt of the few on the coaſt of York-ſhire; and a good deal of buſineſs is done here in the foreign, coaſting, and coal, trades. Many veſſels are built here; and there is a manufacture of ſail-cloth. The herring fiſhery gives employment to many hands in the ſeaſon; and there is abundance of cod, mackerel, turbot, lobſters, &c. A great deal of money is circulated in the place every ſummer by ſtrangers, attracted by a medicinal well, the convenience of ſea bathing, for which the ſmooth ſand and regular ſlope of the beach are exceedingly well adapted, the amuſements provided for them, and the faſhion of frequenting ſuch places.

SCILLY. See SILLEY.

SEAFORD, (*Suſſ. E.*) one of the Cinque ports, now reduced to a ſmall fiſhing town, which, however, has houſes built with ſtone and covered with ſlate.

SEATON, (*Dev. E.*) a ſmall town at the mouth of the AX, had once a harbour, now choked up with ſand.

SEATON DELAVAL, or SEATON SLUICE, (*Northumb. E.*) a village with a harbour, formed at the mouth of a brook by the induſtry and ſpirit of Admiral Sir Ralph Delaval, capable of receiving ſmall veſſels, which take in coal, the only merchandize of the place. Larger veſſels load lying at anchor off the harbour.

SEDGELEY, (*Staff. E.*) a large village with a very conſiderable manufacture of ironmongery goods, moſtly agricultural utenſils.

SELBY, (*York, W. R.*) an improving town on the weſt ſide of the Ouſe, about 15 miles below York, has ſome veſſels of good burthen, which trade to London, &c.

SELKIRK, the capital of a ſhire of the ſame name, has a manufacture of tape and other inkle ware, and no other trade worth notice, unleſs ſpinning wool for the manufacturers of England may be called a trade. The ſpirit of induſtry is repreſſed by electioneering politics, and a poor's rate, the later of which is an evil very uncommon in Scotland.

SEVENOAKS, (*Kent, E.*) an inland town with ſome mills for throwing ſilk.

SHAFTSBURY, (*Dorſ. E.*) a ſmall town with good ſtone houſes, has a manufacture of ſhirt buttons, wherein about 1,200 people, young and old of both ſexes, are employed.

SHEERNESS, (*Kent, E.*) a fort on the north-eaſt point of Shepey, commanding the entrance of the River Medway, wherein many ſhips of war are uſually laid up. There is a dock-yard here for building frigates, under the inſpection of the commiſſioner at Chatham.

SHEFFIELD, (*York, W. R.*) a large and populous town, the inhabitants being eſtimated at 30,000, whoſe induſtry is chiefly exerted in the manufacture of cutlery ware, for which it has been famous at leaſt as early as the age of Chaucer, and in plated goods, this town being the center of theſe manufactures, which are ſpread over all the adjacent country. Every cutler confines himſelf to one branch of the manufacture, which, together with the ſtamp mark put on his goods, is expreſſed on his ſign: thus one profeſſes making table-knives; another, pen-knives; another, raſors; one makes tailor's and gardener's ſciſſors; another, fine ſciſſors, &c. There are alſo makers of files, buckles, &c. ſubdivided according to the nature of their goods. The neigh-

bouring country abounds with iron-ſtone and coal, the two grand foundations of the manufacture. The foreign iron required is brought from Hull by the River Don to a place about three miles below the town; and the bulky articles of the manufacture are ſent to market by the ſame conveyance. Sheffield has alſo a ſilk-mill, and ſome lead-works.

Shepham, *(Som. E.)* a village employed in raiſing lapis calaminaris from the mines, chiefly for the braſs-works in Briſtol.

Shepton Mallet, *(Som. E.)* a thriving clothing town, which makes about 150,000 yards of broad cloth annually, and has alſo a manufacture of knitted ſtockings.

Sherborn, *(Dorſ. E.)* a large town, which formerly had a great woolen manufacture, now decayed. There are ſome mills for throwing ſilk.

Shetland, a large cluſter of iſlands, the moſt northerly diviſion of the Britiſh dominions, the chief of which is called the Mainland. Theſe iſlands poſſeſs a moſt valuable breed of ſheep, bearing wool of the very fineſt quality, which the people, not knowing the value of it, uſed to deſtroy by working it, along with the coarſeſt wool, into knitted ſtockings, their only manufacture, which were ſold for leſs than the value of the fine wool in them. (See above, V. iv, p. 206.) Braſſay ſound, on the eaſt ſide of the Mainland, has long been famous for the reſort of the herrings, and the *great fiſhery carried on there by foreigners*, which might be an inexhauſtible ſource of wealth to Great Britain, and eſpecially to theſe iſlands, if the oppreſſions of the ſalt laws were removed. In the more permanent fiſhery for cod, ling, tuſk, &c. about 2,400 of the people are employed in about 500 boats during the ſummer: and the fiſh, the produce of their induſtry, are delivered at ſtipulated prices to their landlords, by whom they are cured, and ſhipped, to the amount of about 800 tuns annually, moſtly to Leith, and ſome to Hamburgh, Liſbon, and even up the Mediterranean. Oil is made from the livers of the fiſh; and in the year 1791 they had 2,000 barrels of it, which, however, was much more than uſual. Some butter, ſalt beef, and hides, are alſo exported.

There are a great number of moſt excellent natural harbours in all parts of theſe iſlands, which are uſeleſs for want of commerce, and are ſcarcely ſerviceable as ſhelter to veſſels caught in ſtorms, for want of being known.

Shiels, or Sheals, corruptly written (but not pronounced) Shields, *(Dur. E)*. In the reign of Henry III there were apparently no buildings at the mouth of the Tine, on either ſide, except ſome lodges, huts, *ſhiels*, or ſhielings, for ſhelter to the fiſhermen, who had no craft larger than batels, or ſmall boats, and were obliged to carry their fiſh to Newcaſtle, where a priſe was taken out of them for the king, and cuſtoms for the town. But in or before the year 1279, as the burgeſſes of Newcaſtle repreſented in a complaint in parliament, the prior of Tinemouth erected 26 houſes cloſe upon the brink of the water, and had in them fiſhermen who had large veſſels, and bakers, and brewers, from whom he received above 36 marks a-year; and from 100 to 200 boats and other veſſels in a year ſold their fiſh, &c. and bought bread, ale, and other neceſſaries, at the prior's town of *Sheles*; by which practices and uſurpations the king's and the town's revenues were much impaired. The prior of Durham was accuſed of having erected a ſimilar town, and made ſimilar encroachments upon the rights of the king and the town of Newcaſtle, on his ſide of the mouth of the river. But either his foundations were on a ſmaller ſcale, or the burgeſſes of Newcaſtle thought themſelves leſs aggrieved by them than by thoſe on their own ſide of the river; for the grievance of the new village of Sheles on the north ſide is much more inſiſted upon in their pleading, and it was apparently the largeſt of the two.* [*Ryley Plac. parl. p.* 25.]

Theſe petty jealouſies have long ago been loſt ſight of in the great co-operations of the coal trade: and Shiels is now a large and proſperous town, 400 ſail being often at once in the harbour, which is the port of Newcaſtle, and the greateſt ſhipping place in the world for coals, which are the foundation of all the trade and manufactures of the place. The trade of making ſalt has decayed, as appears by the duties, which uſed to amount to £80,000 a-year, being reduced to £10,000, and the number of pans falling from 200 to 6 or 8. There are ten yards for building ſhips, and three dry docks for repairing; and the carpenters have the reputation of building ſtrong and good veſſels. There are two glaſs-houſes for window glaſs, and two for bottles; and all the manufactures and branches of buſineſs, created by a very briſk ſhipping port.

North Shiels, which is in *Northumberland* on the oppoſite ſide of the river, had only five or ſix fiſhermen's huts in the reign of Edward I, [*Hutchinſon's Hiſt. of Durham, V.* ii, *p.* 482] having been probably reduced to its former ſtate in conſequence of the complaints of Newcaſtle. It is now a populous town, and partakes of the trade and proſperity of its neighbour on the ſouth ſide of the river, which, however, has long been conſidered as the principal.

Shilelagh, *(Wick. I.)* a village, formerl mous for the excellence of the oak timber produced in the adjacent wood, whereof the roof of Weſtminſter hall ſhows a good ſpecimen.

Shoreham, *(Suſſ. E.)* an antient town on the

* I have gone a little into the origin of Shiels, becauſe it has been ſuppoſed, as Camden makes no mention of it, that it did not exiſt in his time. But two villages called *Sheales* and S. Sheales appear on the two ſides of the Tine in his map of Durham, and S. Sheales in his map of Northumberland.

River Adur, much reduced by the encroachments of the ſea, has little trade, except in ſhipbuilding. The river is navigable for ſhips only at high water; but barges go as high as Eton, above Steyning, to bring down timber for the ſhipbuilders.

Shrewsbury, *(Shrop. E.)* a large, handſome, and flouriſhing, town, almoſt environed by the Severn, upon which river it has a good deal of carrying trade. A conſiderrble quantity of Welſh cottons (or coatings), frizes, and flannels, are ſold at the weekly market.

Sidmouth, *(Dev. E.)* once a conſiderable port on the Channel, is reduced, by the ſand driven into the mouth of its river, to a fiſhing village and bathing place.

Silley, or Scilly, *(Corn. E.)* a cluſter of little iſlands, ſituated to the weſtward of the Land's end, and ſurrounded by innumerable rocks, very dangerous to homeward-bound veſſels. In the chief iſland, called St. Mary's, there is a ſmall town, called Hughtown. Silley is ranked as a port by the cuſtom-houſe, and has a few ſmall veſſels. The iſlands ſpare a little barley for exportation.

Silvermines, *(Tip. I.)* an inland village with very productive mines of lead, wherein virgin ſilver has been found.

Skerries, (*Dub. I.*) a village with a ſmall made harbour, the inhabitants of which are moſtly employed in fiſhing for the Dublin market.

Skibo, (*Suth. S.*) a new village with a cotton manufactory, eſtabliſhed by Mr. Dempſter of Dunnichen together with Mr. Dale and other gentlemen of Glaſgow, chiefly for the patriotic purpoſe of introducing induſtry and independence in a part of the country hitherto deprived of thoſe invigorating principles of felicity.

Skipton, (*York, W. R.*) a large and handſome town. The chief branches of induſtry are ſorting and combing wool, and, after it is ſpun at the mills of Linton and Addingham, weaving it into calimancoes, and various ſtuffs. There are alſo ſome cotton mills in Skipton and the neighbourhood.

Slane, (*Meath, I.*) a neat village on the River Boyne, with a manufacture of coarſe linens.

Sligo, the capital of the county of the ſame name, a conſiderable town, containing above 8,000 people, with a good harbour at the head of a bay opening to the Atlantic ocean. Though ranked as a port by the cuſtom-houſe, it has few veſſels; but there is ſome foreign as well as coaſting trade, which has been increaſing for ſome time. Corn and flower, linen, together with ſome beef, pork and butter, are the principal articles of exportation. The linen manufacture is very flouriſhing here and in the neighbouring country.

Snaith, (*York, W. R.*) a ſmall town, ſituated on the River Aire, and near the junction of all the principal branches of the Humber, by the navigation of which the place has a good deal of buſineſs.

Sodbury, (*Glouc. E.*) a town chiefly noted for the great quantity of cheeſe ſold at its market.

Soho, (*Staff. E.*) about two miles from Birmingham, is an eſtabliſhment of extenſive and magnificent works and dwelling houſes, erected by Mr. Boulton on a barren heath, upon which, not many years ago, ſtood a ſolitary hut, occupied by a warren-keeper. At theſe works every operation upon metals of every kind is conducted, in a manner aſtoniſhingly expeditious and accurate, by machinery, actuated partly by water, but chiefly by the greatly-improved ſteam engines, invented by Mr. Watt, who about the year 1775 entered into partnerſhip with Mr. Boulton. Among the productions of the Soho works, which are amazingly diverſified, are—Buttons of every kind of metal, covered with gold or ſilver, or uncovered; and buttons of mother of pearl, &c.—Silver, and plated, ware in all the endleſs variety of forms and uſes—Medals—Coins, of which the new copper money, now circulating, is a ſpecimen: from thirty to forty thouſand of them are made in an hour; and gold, and ſilver, coins can be made in the ſame manner—Clocks with only one wheel—Toys, an infinite variety, made of gold, ſilver, ſteel, copper, turtle-ſhell, vitreous and metallic compoſitions—Machines for copying writing—But the moſt important articles of the whole are the ſteam engines, applicable to every mechanical purpoſe, and having various powers, equivalent to the force of from 1 to 200 horſes.

It is proper to obſerve, that the vaſt number of people employed in theſe works are all diſtinguiſhed by their orderly conduct and cleanlineſs, and that none of them ever came upon the pariſh, the whole of them being aſſociated, under the the auſpices of the proprietors, in an *Inſurance ſociety*, divided into claſſes according to the earnings of the individuals, for the ſupport of ſuch of them as may become incapable of earning their bread, on a ſcale proportioned to the contributions. The eſtabliſhment and ſuperintendence of this ſociety is infinitely more beneficent than eleemoſynary penſions to the ſuperannuated and diſabled workpeople, paid out of the pockets of the proprietors, which, in ſpite of every precaution, would frequently become premiums for indolence and impoſture. On the contrary, it can never be too often repeated, ſuch inſtitutions as the Inſurance ſociety of Soho cheriſh the truely honourable pride of ſelf-dependence, which is the nouriſher of integrity and virtuous emulation, and oppoſe the moſt effectual barrier to the flood of diſſipation and diſregard of character and conſequences, with which the parochial proviſion for all who chuſe to live at the expenſe of others has overwhelmed the country.

Southampton, *(Hamp. E.)* an antient commercial town, and a county of itſelf, ſituated on a point between two rivers, the Anton or Tiſe, and the Alre or Itching, both navigable, and at the head of a moſt excellent eſtuary, called South-

ampton water. It ſtill retains ſome of its antient importance: but, notwithſtanding the uncommon goodneſs of its harbour, moſt of its foreign commerce has deſerted it, the chief branches now remaining being a ſhare of the Newfoundland fiſhery, a trade with Portugal for wine and fruit, and the intercourſe with Guernſey and Jerſey, in which iſlands many merchants ſtore their wines, bringing them over to Southampton, as they are wanted; and a limited quantity of wool is annully ſent from this port to thoſe iſlands for their hoſiery manufacture. There is a mill for twiſting ſilk; ſome carpets are made; and many veſſels built for different ports.

South Moulton *(Dev. E.)* has manufactures of ſerges, ſhalloons, and felt hats, together with a great market for wool.

South Petherton, *(Som. E.)* a ſmall town with a manufacture of dowlas.

Southwark, *(Sur. E.)* a burgh on the ſouth ſide of the River Thames. It is politically a part of the city of London, and ſhares the commerce and manufactures of the metropolis.

Southwold, *(Suff. E.)* a ſmall town, ſituated on a peninſula formed by the ſea and an inlet communicating with the River Blyth, has ſome coaſting trade, and ſome fiſhing buſineſs. The communication, lately opened, with the back country by a canal, muſt enlarge the trade of this place.

Sowerby street, *(York, W. R.)* has ſome trade in conſequence of being at the head of the navigation of the River Calder, which carries ſmall ſailing ſloops up to it, though it is almoſt cloſe under Blackſtone edge, the great ridge between the eaſt and weſt ſides of the iſland.

Spalding, *(Linc. E.)* a neat town among the fens, and on the weſt bank of the River Welland, which carries veſſels of about fifty tuns up to it. Its chief trade, however, is the ſale of fat cattle, bred in the adjacent marſh lands.

Speymouth, called alſo Garmach, and corruptly Garmouth, *(Inv. S.)* a village at the mouth of the Spey, which has long had a conſiderable fiſhery of ſalmon for the London market, a ſaw-mill, and ſome trade in ſhipping corn. About the year 1784 ſome gentlemen of York and Hull made purchaſes of the extenſive woods of Glenmore, &c. about 60 miles up the River Spey, from which they bring down logs, planks, deals, ſpars, ſhip timber, &c. by floats upon the river. (See Abernethy.) They have about 70 ſaws wrought by two mills at Speymouth for manufacturing their timber. Some is ſold on the ſpot; but much more is ſhipped for various parts of the coaſt of Scotland, Hull, and the royal dock-yards. A great deal is alſo uſed in building veſſels, whereof 23 from 25 to 500 tuns, and meaſuring altogether about 4,000 tuns, beſides boats, &c. were built at this harbour between the years 1785 and 1793, both timbers and plank being of fir wood: and their example has alſo induced others to build here. By all theſe occupations the place, from being quite dead during the interval of the ſalmon fiſhery, has become ſtirring and proſperous.

Stakisgo, corruptly called Staxigo, *(Caith. S.)* a ſmall harbour near Wick, where corn and meal are ſhipped, and buildings have been erected for pickling and ſmoking herrings.

Stanford, *(Linc. E.)* a large town with ſtone-built-houſes, on the River Welland, which brings barges up to it. There is ſome trade in malt; and, by favour of the river, ſtone is alſo an article of trade. The ſame accommodation enables the inhabitants to ſupply their neighbours with coal and other articles of coaſting and foreign trade.

Stanley, *(Perth, S.)* a village raiſed by means of a cotton mill, erected in the year 1784 by the advice of Sir Richard Arkwright, which is driven by water brought from the River Tay under a mountain, moves 2,000 ſpindles, and gives employment to about 350 hands. Flax is alſo ſpun here by machinery.

Stewartown, *(Ayr, S.)* a neat little town, wherein the manufacture of bonnets for the Highlanders, and others, who adhere to the faſhions of their fathers, is ſtill kept up.

Stewartstown, *(Tyr. I.)* a thriving village in the heart of a linen country.

Stilton, *(Hunt. E.)* a village noted for the cheeſe known by its name, the produce of the dairies of the adjacent marſhes.

Stirling, the capital of the ſhire of the ſame name, is an antient town, built upon a rock upon the ſouth ſide of the River Forth, which brings veſſels of 60 or 70 tuns up to the bridge with the tide. The manufacture of ſhalloons has given way to carpets, which are now the principal woolen article, and are remarked for the goodneſs of their colours. Serges are ſtill made in Stirling and the adjacent country; and the cotton manufacture now employs many men, women, and children, in the various departments of ſpinning, weaving, and tambouring.

Stockport, *(Cheſ. E.)* a pretty large town on the ſouth bank of the River Merſea. The manufacture of hats, chiefly low-priced, uſed to be the principal branch of induſtry in this town; and, proviſions and fuel being moderate, ſeveral of the hat-makers in London have houſes here. Being near Mancheſter, it has alſo a ſhare of the cotton manufacture, which has been much extended here, as elſewhere. This town, like Mancheſter, has the advantage of not having its induſtry cramped by corporation laws and reſtraints, nor convulſed by elections.

Stockton, *(Dur. E.)* on the north ſide of the Tees, from a ſmall village has riſen, in little more than a century, to a well-built town, containing 4,000 inhabitants, and has a very conſiderable trade, though the entrance of the river is rendered dangerous by its rapidity. Lead, alum, corn, butter, bacon, and cheeſe, are ſhipped for London and other Britiſh ports, and alſo for foreign count-

ries. The manufactures are—ſhips, ſome of them of great burthen, ſail-cloth, cordage, and linen.

STONEHAVEN, (*Kink. S.*) a ſmall town with a good and improveable harbour, having 22 feet at high ſpring tides. Of the few veſſels belonging to the place, ſome ſail to the Baltic, but moſt are coaſters. Some oſnaburgs, ſail-cloths, ſheetings, checks, &c. are made here; but not to any great extent.

STORMOUNT, formerly COLINHAUGH, (*Perth, S.*) a large eſtabliſhment of works for bleaching, and for ſpinning cotton, the machinery of which is driven by the water of the Tay.

STORNOWAY, (*Roſs, S.*) a town ſituated at the head of a fine bay, or loch, on the eaſt ſide of the iſland of Lewis, which makes a deep and ſpacious harbour for ſhips of any burthen. About 50 veſſels, belonging to the port, are employed in the fiſhery, in coaſting, and in foreign trade. The induſtry of the people is directed chiefly to the herring fiſhery: cod and ling are alſo caught and cured, and ſome fiſh oil is made. The town contains about 800 inhabitants, many of whom have good houſes: and it has the accommodations of a cuſtom-houſe, a poſt-office, a weekly packet for carrying letters, goods, and paſſengers, to and from the main land, three ſchool-houſes, and alſo a town-houſe, and an aſſembly room,* being in all reſpects the moſt populous, the largeſt, and moſt important, town in the whole range of the Weſtern iſlands.

STOURBRIDGE, (*Camb. E.*) See CAMBRIDGE.

STOURBRIDGE, (*Worc. E.*) a thriving town on the River Stour, with great manufactures of broad glaſs, flint glaſs, and a tranſparent kind of red glaſs, crucibles, and earthen wares of various ſorts. The abundance of coal, iron ore, and clay, give birth to conſiderable manufactures of nails and every article of ironmongery, and alſo brick-works. Some woolen cloth is made here.

STOURMINSTER, (*Dorſ. E.*) a ſmall town on another river called Stour, with a manufacture of the kind of baize called ſwanſkin.

STOURPORT, (*Worc. E.*) a thriving village ſituated at the junction of the River Stour and a canal with the Severn, has a baſin and quay for the accommodation of barges, and a good deal of buſineſs in conveying goods up and down the river.

STOW ON THE WOULD, (*Glouc. E.*) a ſmall town, chiefly noted for its fairs, at which hops, cheeſe, and ſheep, are ſold to a large amount.

STOW MARKET, (*Suff. E.*) a large town, about 15 miles above Ipſwich on the River Orwell, which has been made navigable to it, whereby the trade of the place has been much increaſed. The manufacture of woolen ruffs, which formerly flouriſhed here, has declined; and ſacking and cordage have come in its place.

STRANGFORD, (*Down, I.*) a town ſituated on the ſtrait which forms the entrance into a ſmall land-locked ſea, called Strangford loch, with a harbour for ſmall veſſels, ranked as a cuſtom-houſe port, in which ſome corn, linen, and cattle, are ſhipped.

STRANRAER, (*Wig. S.*) a town ſituated at the head of a ſafe and commodious bay, called Loch Ryan, which affords anchorage for the largeſt veſſels, and good accommodation for thoſe of 100 tuns, almoſt cloſe to the houſes. From having only two ſmall veſſels in the year 1764, this port has increaſed its ſhipping to above 1,600 tuns, chiefly employed in the herring fiſhery and coaſting trade. Some of them trade to the Baltic, and import wood and other materials for building houſes and veſſels.

STRATFORD, (*War. E.*) a good town on the weſt ſide of the River Avon, which brings barges up to it, has ſome trade in corn and malt, and in water carriage for the neighbourhood.

STRATHAVEN, (*Lan. S.*) a ſmall inland town, enlivened by the cotton manufacture, and flowering upon muſlin, which gives employment to the young girls.

STRATHBANE, (*Tyr. I.*) a town, well ſituated for trade, on the River Foyle, which is navigable up to it.

STRATHMIGLO, (*Fife, S.*) an inland little town, with a ſhare of the linen manufacture. There was a manufacture of white thread, conducted chiefly by Mrs. Carrick: but I apprehend it is dropt. Excellent wool is produced on the adjacent Lomond hills, and the other requiſites for the woolen manufacture are at hand: yet I do not find that any attempt has been made to turn theſe advantages to any account.

STROMNESS, (*Ork. S.*) a village in the Mainland, (or largeſt iſland) of Orkney, with a ſafe, deep, and commodious, harbour, much reſorted to by veſſels which are prevented by head winds from paſſing through the Pentland firth. A few ſmall veſſels are employed in the fiſhing and coaſting trade. The Hudſon's-bay company's ſhips call here to ſhip people for their ſettlements, three fourths of thoſe in their ſervice being ſuppoſed to be Orkneymen: and the Greenland whalers alſo ſhip many of their hands at this port, and land them again on their way home.

STRONTIAN, (*Arg. S.*) a village in Sunart, with copious lead mines, wherein about 200 men are employed.

STROUD, (*Glouc. E.*) a good town, ſituated on a river of the ſame name, with very extenſive manufactures of fine cloth, the moſt of which are ingrained colours, and particularly ſcarlets, for dying which, the clear water of the river poſſeſſes a peculiar excellence: and thence the valley, as far as the eye can reach, appears full of ſcarlet

* It has not, however, got a coffee-houſe, as was reported in London, when it was the faſhion to *talk* of the proſperity of the *Hebrides*.

and other ſhowy coloured cloths upon the tenters, interſperſed with the trees and fields. This being the center of the dyed-cloth manufacture, it may be obſerved, that all the cloths made in this diſtrict are woven white, dyed in the cloth, and finiſhed for the market, by the great manufacturers. (See BRADFORD, *Wilt.*) Stroud has now the advantage of a communication with the Severn by a canal which comes very near to it.

SUDBURY, (*Suff. E.*) a good town on the north bank of the River Stour, which has been made navigable up to it, has thereby ſome trade. There are manufactures of perpetuanas, ſays, and other ſtuffs.

SUNDERLAND, (*Dur. E.*) formerly called New Weremouth, ſituated on a point of land formed by the ſea and the River Were, from being a trifling village about 200 years ago,* has become a large, handſome, and proſperous, town. Its proſperity ſprings entirely from the neighbouring coal mines, and the commodiouſneſs of the port, from which veſſels can proceed to ſea with the northerly winds, which, though fair for the paſſage to London, ſometimes lock up the veſſels lying loaded in the mouth of the Tine. The convenience of fuel at hand encouraged the eſtabliſhment of ſalt-works, and afterwards iron-works, potteries, lime-works, glaſs-houſes, and copperas works. Thus do the uſeful arts and induſtry, working upon natural advantages, create new branches of beneficial employment. Sunderland, with its dependent villages, contains about 20,000 people. It is next to Liverpool and Newcaſtle in quantity of ſhipping, and has a very conſiderable foreign trade, and a prodigious trade in coals and other coaſting buſineſs. For the accommodation of the ſhipping, as well as the inhabitants and travelers, a bridge of caſt iron has been erected, which is eſteemed the moſt capital ſpecimen of this lately-invented conſtruction of bridges. It has only one arch, which is 236 feet wide in the ſpan, and 100 feet high above low water, admitting veſſels of conſiderable burthen to paſs under it with their topgallant maſts ſtanding. Veſſels of great burthen and excellent workmanſhip are built here.

The coals ſhipped in the port of Sunderland in the year 1799 were

for London - -	75,231 chaldrons.
other ports in Great Britain	223,338
foreign parts - -	4,039

See COAL-WORKS.

SWALWELL, (*Dur. E.*) a village at the junction of the Derwent with the Tine, has a great manufacture of anchors, hoes, ſhovels, caſt pots, kettles, &c. conducted by a company, who have a warehouſe in London, and another in Greenwich, and have three veſſels, conſtantly running with their goods to thoſe warehouſes.

SWANSEY, (*Glam. W.*) a thriving town, ſituated on the River Tawey, which, with the flood-tide, carries veſſels of 200 tuns two miles above the town, has a very conſiderable trade in coal, lime, iron, clay, and flag-ſtones, which are carried to London, Briſtol, Cornwall, and Ireland. There are ſeven copper-works, an iron-foundery, a braſs-houſe, a ſpelter manufactory, a pottery, two conſiderable breweries, ſeveral yards for ſhipbuilding, and a wet and dry dock. As trade and manufactures beget more trade, the merchants of Swanſey have lately extended their commerce to the Baltic and the Weſt Indies; and it appears by the cuſtom-houſe books, that their ſhipping trade has increaſed to about five times the amount of what it was about thirty years ago, an increaſe of proſperity comparable to that of Liverpool. In the ſpirit of Liverpool, the merchants here have erected piers for improving and deepening their harbour, and the neighbouring country is improved by a canal. In the year 1799 there were ſhipped here—for London 6 chaldrons of coal, and to all other ports 139,486 chaldrons of coal, 13,319 of ſtone coal, and 19,253 of culm.

SWANWICH, (*Dorſ. E.*) a village in the iſle of Purbeck, on a ſmall bay, has ſome trade in ſhipping Purbeck ſtone for London and other places.

SWINDON, (*Staff. E.*) a hamlet in the pariſh of Himley, in which, and in the adjacent diſtrict, wherever there is a ſufficient water-fall, there is a mill for manufacturing ſcythes, reaping hooks or ſickles, axes, &c.

TADCASTER, (*York, W. R.*) a town on the Werf, which is navigable for ſailing veſſels to the bridge, above which the river is barred by a mill dam. The lime-ſtone here is reckoned very good, and is carried to York and other places.†

TALLOW, (*Wat. I.*) a town ſituated on the River Bride, a navigable branch of the Blackwater, by means of which it has a thriving trade.

TAMWORTH, (*Staff.* and *War. E.*) an antient town lying on both ſides of the River Tame, which has been noted for good ale, and a manufacture of narrow woolen cloth. It is now diſtinguiſhed and animated by the extenſive works, eſtabliſhed by Sir Robert Peel and Company here, and in the adjacent village of Fazely, for carrying on the cotton manufacture in every ſtage of its progreſs, including ſpinning, weaving, bleaching, printing, &c. The accidental diſcovery of a ſub-

* It has been ſuppoſed, becauſe Camden ſays nothing of Sunderland, that it did not exiſt in his time; a miſtake partly owing to the change of the name; for the town has grown out of an epiſcopal village, called Weremouth, and under that name it received a charter from Hugh Pudſey, biſhop of Durham, 1158-1194, who reſerved to himſelf and his ſucceſſors the cuſtoms of fiſh, as Brus had from his vaſſals at Hartlepool. How long it has been called Sunderland, I do not at preſent know: but it appears, under that name, as a village beſide Weremouth in Camden's map of Durham.

† Calcaria, the Roman name of this place, gives reaſon to believe that the quality of the lime was known to the Romans, and probably an article of trade with them.

terranean ſpring of water, peculiarly adapted for the purpoſes of bleaching, was a great acquiſition to theſe works. And they, together with the town, have the advantage of being at the center of the important combination of canals, which here branch out to meet the four principal rivers of England.

TARAGH, (*Meath, I.*) a ſmall village, in antient times the reſidence of the ſupreme kings of Ireland, is ſituated in the field of the coarſe linen manufacture.

TAVISTOCK, (*Dev. E.*) a large and handſome town on the River Tave, is one of the ſtannary towns.

TAUNTON, (*Som. E.*) a large and populous town, ſituated on the River Tone, which brings large barges up to it. It is famous for its ale, which is carried to all parts of the world. The woolen manufacture, which uſed to employ about 1,100 looms here, has declined, owing, it is ſaid, to election politics; and a ſilk manufacture has been eſtabliſhed.

TEIGNMOUTH, (*Dev. E.*) a town on the north ſide of the Teign, which makes a pretty good harbour, has ſome veſſels in the Newfoundland fiſhery, ſome home fiſhing, and ſome coaſting trade. Shipbuilding is the chief manufacture of the place.

TENBY, (*Pemb. W.*) a town ſituated on the Briſtol channel, with a pretty good harbour. Coal is the chief article of the trade; and the inhabitants proſecute the herring fiſhery in the proper ſeaſon. Iron ore and black marble abound here.

TEWKSBURY, (*Glouc. E.*) a large and handſome town, ſituated on the Avon at its junction with the Severn, has manufactures of cotton goods, hoſiery, nails, malt, and muſtard, for which laſt article it has long been famous. It was alſo famous for its woolen cloths in former times: but that manufacture has long ago left it.

TAME, (*Oxf. E.*) a town on a river of the ſame name, which carries barges up to it, whereby it has ſome trade in providing water carriage between London and the adjacent country.

THETFORD, (*Norf.* and *Suff. E.*) a conſiderable town, ſituated at the junction of the Thet with the Ouſe, both navigable rivers, by means of which there is ſome carrying trade by barges to and from Lynne. There are manufactures of woolen goods and paper.

THIRSK, (*York, N. R.*) a town with ſome manufactures of low-priced linen and ſacking.

THRAPSTON, (*Northamp. E.*) a ſmall market town, has ſome trade by means of the navigation of the River Nen, on the eaſt bank of which it ſtands.

THURSO, (*Caith. S.*) a town ſituated on a river of the ſame name, near the northern extremity of Great Britain, containing about 1,600 inhabitants, has a harbour, capable of being rendered very commodious, which is a port, and poſſeſſes above 1,000 tuns of ſhipping, chiefly employed in carrying fiſh, corn, yarn, and kelp, to London, Leith, Newcaſtle, &c. The men, not engaged in agriculture, paſturage, and mechanical trades, are employed in catching and curing ſalmon,* herrings, and other fiſh; for all which London is the principal market. The induſtry of the women is thrown away in ſpinning linen yarn for the manufacturers in the ſouth country, an employment by which blooming youth and feeble age are condemned to poverty and waſte of animal ſubſtance.

TIENDRUM. See CLIFTON.

TILDESLEY, (*Lan. E.*) a village, which has lately grown from a dozen of cottages to about 200 good houſes, inhabited by about 1,000 people, who employ above 300 looms in the fabrication of fancy ſtuffs.

TILLICOULTRY, (*Clac. S.*) a village on the River Dovan, has manufactures of a kind of ſerge known by its name, and of plaiding.

TINEMOUTH, (*Northumb. E.*) a town at the mouth of the Tine, below North Shiels, has ſome ſalt-works, and a ſhare of the coal trade.

TINTERN, (*Mon. E.*) a village on the River Wye, has manufactures of wire and other works in iron.

TIPTON, (*Staff. E.*) a village, in which there are iron furnaces, rolling and ſlitting mills, and works in a variety of articles of iron, among which the manufacture of nails, from the largeſt ſpikes down to tacks, whereof 1,200 weigh only two ounces, deſerves notice, as furniſhing employment to women and children as well as men. At the works, eſtabliſhed by Meſſieurs Keir and Company, alkali is made from the refuſe of ſome other chymical preparations; alſo ſoap to a large extent, in making which the alkali is employed; white lead, by a new proceſs; red lead; and ſaſhes for windows, made of iron, and alſo of a yellow metal, compounded of copper, zinc, and iron, which combines lightneſs with ſtrength.

TIVERTON, (*Dev. E.*) a handſome and populous town, has manufactures of white ſerges, druggets, perpetuanas, ſagathies, and other woolen goods, which employ about 700 looms: and about 200 hands are employed in combing wool.

TIVIDALE, (*Staff. E.*) a village near Birmingham, enlivened by conſiderable manufactures of nails, and other articles made of iron.

TOBIRMORY. See V. iv, p. 434.

TOPSHAM, (*Dev. E.*) a flouriſhing town at the head of an eſtuary of the Engliſh channel, which receives the River Ex, is the port of the city of Exeter, which is not itſelf acceſſible by veſſels of great burthen. The chief manufacture is ſhipbuilding. For the exports, &c. ſee EXETER.

TORRINGTON, (*Dev. E.*) a conſiderable town on the River Towridge, has ſome manufactures of ſtuffs, many of which are ſent to Ireland.

* In July 1743, or 1744, there were 2,560 ſalmon taken at one haul of the net in the River Thurſo.

Toryburn, (*Fife, S.*) a ſmall town, with a tolerable harbour on the Firth of Forth, to which there belong about 1,000 tuns of ſhipping, engaged partly in foreign trade, and partly in coaſting, both ſupported by the adjacent coal, which is of very good quality.

Totness, (*Dev. E.*) a town on the river Dart, in which the tides flows 10 or 12 feet at the bridge, has ſome manufactures of woolen goods, and ſome fiſhing buſineſs.

Tralee, (*Ker. I.*) a town ſituated at the head of a bay of the Atlantic ocean, is ranked as a port, has a few veſſels, and very little trade.

Tranent, and Port Seton, together with Cockenzie, (*Had. S.*) form a village with a ſmall harbour, which has a few veſſels in the Eaſt-country and coaſting trades. There are great coal-works, which have, as uſual, produced ſalt-works. Doctor Swediaur eſtabliſhed works for refining ſalt, but ſoon ſunk under the hardſhips to which every undertaking, wherein ſalt is employed, is ſubjected.

Tregony, (*Corn. E.*) a ſmall town on the River Fale, which carries boats up to it, by means of which it has ſome trade.

Tring, (*Hert. E.*) a ſmall town, noted for its granaries and markets for corn, the produce of the fertile country around it.

Trowbridge, (*Wilt. E.*) a thriving town, on the River Were near its junction with the Avon, has conſiderable manufactures of fine broad cloth, kerſeymere, &c.

Truro, (*Corn. E.*) one of the coinage towns for tin, is ſituated at the confluence of the River Fale, and two other rivers, which form a harbour capable of receiving veſſels of about 100 tuns, which are employed in carrying the ore of tin and copper.

Tullamore, (*King. I.*) a neat little town on the ſide of the grand canal, with ſome manufactures, which its favourable ſituation will probably improve.

Tulloch, (*Perth, S.*) a thriving village with a conſiderable print-field.

Tunbridge (*Kent, E.*) is a place of faſhionable reſort on account of its mineral wells, and alſo receives a good deal of money for a very trifling kind of goods, being toys, made of wood, and known by the name of Tunbridge ware.

Ullapool. See V. iv, p. 434.

Ulverstone, (*Lan. E.*) a town near the eſtuary at the mouth of the Leven, now rendered acceſſible by ſea veſſels by means of a canal. The country abounds with coal and iron ore; and furnaces are erected for converting the ore into pig iron and bar iron, with which a conſiderable trade is carried on. Lime-ſtone is alſo carried from this place. At Newlands mill, near Ulverſtone, tow yarn for ſack-cloth is ſpun by water machinery.

Upton, (*Worc. E.*) a town on the weſt bank of the Severn, has a quay for the accommodation of the river craft, and ſome buſineſs connected with the navigation of the river.

Uttoxeter, (*Staff. E.*) a handſome town on the weſt ſide of the Dove, has ſome iron forges: and great quantities of corn, cheeſe, and other proviſions, are ſold at its markets, and conveyed in every direction upon canals, which communicate with the Thames, the Humber, the Merſea, the Dee, and the Severn.

Uxbridge, (*Mid. E.*) a town on the River Colne, is a conſiderable market for corn. Being cloſe to the grand junction canal, it may have navigable communication with all parts of England, and a very eaſy intercourſe with London by the additional canal extended to Paddington.

Wainfleet, (*Linc. E.*) a town with a ſmall harbour, and a few coaſting veſſels.

Wakefield (*York, W. R.*) was a handſome town, noted for its woolen manufacture 200 years ago. [*Camdeni Britannia, p.* 565.] It is ſituated on the River Calder, upon which ſailing veſſels can proceed many miles above the town. The manufactures of woolen cloth and light woolen ſtuffs are very conſiderable in and around the town; and, for the accommodation of buyers and ſellers, a handſome and commodious hall has lately been built. A great deal of wool is alſo ſold here; and there is a conſiderable trade in ſending coals down the river for York, Hull, &c.

Walderwick, (*Suff. E.*) a village at the mouth of the River Blyth, oppoſite to Southwold, with a ſmall ſhare of coaſting trade.

Wallingford, (*Berk. E.*) a conſiderable town on the Thames, ſends great quantities of corn and malt down the river to London.

Walsall, (*Staff. E.*) a populous town, had a great manufacture of buckles, when they were in general uſe. There are manufactures of various articles of ironmongery, chiefly for the uſe of ſaddlers, and of nails, in making which women and children, as well as men, find employment.

Wandsworth, (*Sur. E.*) a village near the ſouth bank of the Thames, has a manufacture of hats, originally eſtabliſhed by French proteſtant refugees, a ſcarlet dye-houſe on a large ſcale, iron mills, oil mills, mills for making white lead, print-fields for calicoes, diſtilleries, &c.

Wansford, (*York, N. R.*) a village with a cotton work.

Ware, (*Hert. E.*) a conſiderable town at the head of the navigation of the River Lea, by means of which the inhabitants conduct the trade of the adjacent rich and fertile country with London, carrying thither great quantities of corn, malt, and flour, and returning with coals and every kind of merchandize. The chief manufactures of the town and neighbourhood are making malt and grinding wheat.

Wareham, (*Dorſ. E.*) a ſmall town at the mouth of the river Frome in Poole harbour, had formerly ſome ſhipping, which, by the increaſing ſhallowneſs of the water, on the weſt ſide of the

harbour, have been removed to Poole. Tobacco-pipe clay is now the chief article of the trade of the place.

WARKWORTH, *(Northumb. E.)* a ſmall town at the mouth of the Coquet, the inhabitants of which are chiefly employed in catching and curing ſalmon, of which there is great plenty in the river.

WARMINSTER, *(Wilt. E.)* a conſiderable town with a good woolen manufacture, and a great trade in wool, corn, and malt.

WARMLEY, *(Glouc. E.)* a village near Briſtol, has large copper works.

WARRINGTON, *(Lan. E.)* a conſiderable town on the River Merſea, has manufactures of huckaback table linen, ſail-cloth, glaſs, pins, and ſome cotton goods, and is noted for the goodneſs of its malt and ale.

WARWICK, *(Cumb. E.)* a village on the River Eden, has works for ſpinning cotton.

WARWICK, the capital of the ſhire of the ſame name, is a populous and handſome town of ſtone houſes, ſituated on the River Avon. The chief trade of the place has been making malt, to which ſome cotton works have lately been added.

WATCHET, *(Som. E.)* a town with a ſmall harbour, has ſome veſſels employed in carrying alabaſter, lime of an excellent quality, and kelp, and in bringing coal. Some ſalmon are caught here; and the herring fiſhery is attended in its ſeaſon.

WATERFORD, the capital of the county of the ſame name in the ſouth-eaſt part of Ireland, is a large and flouriſhing town, with about 35,000 inhabitants, ſituated on the ſouth ſide of the River Suir, a few miles above its junction with the Barrow, below which there is a ſpacious eſtuary, called Waterford harbour. Veſſels of good burthen can lie at the quay, which runs along the whole length of the town; but the largeſt veſſels lie a few miles lower. Waterford is next to Cork in the export of proviſions, and rivals Drogheda in the export of corn, flour, &c. The poſt-office packets to and from Milford haven are ſtationed here.

WEDNESBURY, *(Staff. E.)* a ſmall town near Birmingham, with manufactures of locks, gun-locks, nails, and other articles of ironmongery.

WELLINGBURGH, *(Northamp. E.)* a conſiderable town with good ſtone houſes, has a large ſhare of the lace manufacture, and a good market for corn.

WELLINGTON, *(Shrop. E.)* a town ſituated among mines of coal, lime, and iron ore, has large furnaces for iron, wrought by ſteam.

WELLINGTON, *(Som. E.)* a town on the ſouth ſide of the River Tone, with a conſiderable manufacture of druggets and ſerges.

WELLS, *(Norf. E.)* a decayed town, with a harbour much injured by the ſea, has ſome veſſels, and ſome trade in corn and malt but fiſhing is the principal buſineſs of the place.

WELLS, *(Som. E.)* a ſmall epiſcopal city, has little buſineſs of any kind, except that ſome of the women are employed in knitting ſtockings and working lace.

WELSHPOOL, *(Mont. W.)* a conſiderable town at the head of the navigable water of the Severn, has a great market for the flannels, which are the ſtaple manufacture of the neighbouring country.

WEMYSS, pronounced Weems, *(Fife, S.)* a ſmall town with a tolerable tide harbour, and ſome trade in ſhipping coals and ſalt to the ports of Scotland, and coals to the Baltic, Hamburgh, and the Netherlands, whence wood, iron, and flax, are brought in return. Some good veſſels are built here; and ſeveral of the larger ones belonging to the place are chartered by the merchants of other ports for foreign trade, or by government as tranſports. The town has a ſhare of the trade in low-priced linens, the general ſtaple of Fife.

WESTBURY, *(Wilt. E.)* a town on the border of Saliſbury plain, has a conſiderable manufacture of woolen cloth, and makes a great deal of malt.

The WESTERN ISLANDS, ſo called as lying on the weſt ſide of Scotland, conſiſt of Skie, Lewis, North Uiſt, South Uiſt, Barray, Cannay, Rum, Col, Tirie, Mull, Liſmore, Colonſay, Jura, Ilay, and an almoſt innumerable multitude of ſmaller iſlands.

In the darkeſt ages of European barbariſm the light of ſcience ſhone, comparatively bright, in theſe remote iſlands; and ſome faint rays from them illuminated the country now called Scotland, and even England. From the ninth to the thirteenth century inclusive, they, together with Mann, conſtituted the Norwegian feudal kingdom of Mann. During that period they were in ſome degree enlivened by arts, induſtry, and commerce; and their fleets were frequently formidable to the coaſts of England, Scotland, and Ireland. The unhappy condition to which Scotland was reduced, very ſoon after the acquiſition of the kingdom of Mann, by the deaths of the good King Alexander III, and his infant grand-daughter Queen Margaret, ſunk the iſlands into a ſtate of barbariſm. They continued neglected, and almoſt unknown, by the government of Scotland: and the acceſſion of the Scottiſh ſovereign to the crown of England removed them ſtill further from the attention of the court. Even now, the little knowledge, which people in general have of them, is chiefly derived from the accounts given by travelers, who have lately viſited them from motives of curioſity.

But this neglected portion of the Britiſh empire is an unopened mine of wealth and proſperity, which, whenever it ſhall be reſtored to its natural importance by patriotic wiſdom, will be infinitely more valuable than fifty conqueſts, and fifty diſtant colonies.

WEXFORD, the capital of a county ſo called, is a conſiderable town, with about 9,000 inhabitants, ſituated at the mouth of the River Slaney, on the ſouth ſide of a ſpacious harbour or bay, to which there belong above 60 veſſels of moderate burthen. The exports conſiſt of corn, flour, and ſome

proviſions. A good deal of coarſe woolen cloth is made in the neighbourhood *

WEYHILL, (*Hamp. E.*) a village noted for its annual fair, reckoned the greateſt market in England for hops, cheeſe, and ſheep.

WEYMOUTH and MELCOMB REGIS, (*Dorſ. E.*) though repreſented by four members in parliament, are but one town as a corporation, and as a port, ſeparated only by a river, called the Wey. The merchants are concerned in the Newfoundland fiſhery, and, in conſequence of that, in a trade to Portugal. Shipbuilding is the chief manufacture of the place.

WHITBURN, (*Linl. S.*) an inland village, with a ſmall cotton manufactory, and ſome weaving and flowering work for Glaſgow.

WHITBY (*York, N. R.*) was originally a fiſhing village at the mouth of the Eſk, and in the reign of Henry VIII it was little more. [*Lel. Itin. V. i, p.* 57.] Before the year 1700 it had ſome ſhare of the coal trade, and then poſſeſſed about 60 veſſels of about 80 tuns burthen; and now it has become the ſeventh port in England in quantity of ſhipping. The inhabitants are largely concerned in the coal trade, and alſo in foreign commerce, and the Greenland fiſhery, in which branch they have for many years been generally next to London. The adjacent numerous alum works furniſh cargoes for many veſſels; and great quantities of the produce of the country are ſhipped here, and alſo of fiſh, which are carried to the Mediterranean, the Weſt Indies, &c. The town, though rather inconveniently placed on the ſteep banks of the river, is well built and populous. The harbour is moſtly artificial, being formed at a great expenſe, by projecting piers, and is, notwithſtanding, much incommoded by ſand at the mouth of it. It is, however, capable of containing 500 veſſels, which muſt lie aground at low water. Shipbuilding is a principal trade of the place, and the veſſels are remarkably ſtrong, and well adapted for the coal trade. There is alſo a manufacture of canvaſs; and ſome kelp is made on the ſhore for the ſervice of the alum works.

WHITECHURCH, (*Hamp. E.*) a ſmall inland town, with ſome manufactures of light woolen ſtuffs.

WHITEHAVEN, (*Cumb. E.*) a large, well-built, and flouriſhing, town, and the principal port on the weſt ſide of England for coal, of which prodigious quantities are ſent over to Ireland. The coal mines here are ſaid to be the deepeſt in England, and ſome of them penetrate a conſiderable way under the bed of the ſea. Salt, an uſual attendant upon coal, is made here to a great amount. The merchants have ſome concern in foreign trade; and Whitehaven is the ſixth port in England for quantity of ſhipping, being next to Hull. Though the exiſtence of Whitehaven two centuries ago is aſcertained by its appearance in Camden's map of Cumberland, yet it was not thought worthy of being noticed in his work. It owes its importance to the coal mines, and the ſpirited exertions of the family of Lowther.

WHITEHERN, (*Wig. S.*) an antient town, with a pretty good harbour at the diſtance of three miles, formed by a little iſland, to which there belong a few ſmall veſſels, employed in coaſting. There are ſome cotton manufactures, and ſome tan-yards.

WHITNEY, (*Oxf. E.*) a long and populous town on the River Windruſh, a branch of the Thames, has ſome manufactures of felts and duffles: but the chief buſineſs of the place, wherein about 3,000 people of both ſexes and various ages are employed, is the manufacture of blankets, for which this town has a great reputation.

WHITSTAPLE, (*Kent, E.*) a maritime village, and a kind of harbour for Canterbury, whereby it has ſome coaſting trade. The oyſters upon the coaſt give employment to many of the people.

WICCOMB, (*Buck. E.*) an antient town with a manufacture of paper, and a very great market for corn.

WICK, (*Catn. S.*) a ſmall town with an indifferent harbour. Some herrings are pickled and ſmoked; a fiſhery for cod, &c. is carried on by a London company; and ſome pickled ſalmon, brought over-land from Thurſo, are ſhipped for London.

WICKLOW, the capital of an Iriſh county of the ſame name, a pleaſant town, with a ſmall harbour and a few veſſels. It has ſome trade in exporting corn, coaſting, &c. and is noted for the quality of its ale.

WIGAN, (*Lan. E.*) a large and well-built town, connected with Liverpool by a canal. Placed in the neighbourhood of Liverpool and Mancheſter, it partakes of their ſpirit and induſtry. Beſides its old-eſtabliſhed iron forges and founderies, it has thriving manufactures of fuſtians, calicoes, and ſeveral other articles of cotton, the great ſtaple of Lancaſhire, and alſo linen, and blankets, bed-coverlets, &c.

WIGTON, the capital of the moſt ſoutherly ſhire in Scotland, which has the ſame name, is a ſmall town with a harbour at the mouth of the River Bladenoch, which is ranked as a port by the cuſtom-houſe. It has a few veſſels, which are employed in coaſting. There is a pretty good ſalmon fiſhery, and a trifling fiſhery for cod and herrings. There are manufactures of plaiding, flannel, and cotton goods, all on a ſmall ſcale.

WILLENHALL. See WOLVERHAMPTON.

WILSONTOWN IRON-WORKS, (*Lan. S.*) erected by Meſſieurs Wilſons at Cleugh, in the midſt of iron-ſtone, coal, fire-clay, lime-ſtone, and freeſtone; ſo that every thing is at hand.

* The country on the ſouth ſide of this town, called the barony of Forth, is poſſeſſed by a peculiar people, who appear to be the unmixed progeny of an early Engliſh colony, as they ſpeak the antient Anglo-Saxon language, which, however is now rapidly modernizing. They are diſtinguiſhed by their induſtry and the cleanlineſs of their habitations.

WILTON, (*Wilt. E.*) a ſmall town, noted for a very conſiderable manufacture of carpets of the kind known by its name.

WINCHELSEA, (*Suſſ. E.*) formerly a town of conſiderable importance, and one of the Cinque ports, has been reduced, by encroachments and receſſes of the ſea, to a ſmall town of about 500 people, with ſcarcely any trade or manufactures, that of cambric, which was begun in the year 1761, having been given up.

WINCHESTER, (*Hamp. E.*) an antient epiſcopal city, ſituated about 15 miles above Southampton on the Itchin, or Alre, which is navigable for barges thus far, and formerly carried them as high as Alresford, but the upper part of the navigation is now neglected. The city has very little of manufactures or trade of any kind, except ſome dealing in wool, and the ſale of cheeſe and cattle at the fair.

WINDSOR, (*Berk. E.*) a large town on the ſouth bank of the Thames, has a great market for corn, and no other trade of any conſequence, except what is occaſioned by the reſidence of the royal family in the neighbourhood.

WINLATON, (*Dur. E.*) a village near the ſouth bank of the Tine, containing about 1,500 inhabitants, moſtly blackſmiths, employed in the great iron manufactory eſtabliſhed by Sir Ambroſe Crawley. The chief articles made here are nails, files, edge tools, and hoes, which are famous in all parts of the continent of America and the Weſt Indies.

WINSFORD, (*Cheſ. E.*) a village with a ſhare of the ſalt trade. See SALT-WORKS.

WIRKSWORTH (*Derb. E.*) is a good town, wherein the court for determining diſputes among the miners is held, and which may on every account be eſteemed the capital of the mining country in Derby-ſhire. The various kinds of lead ore are here ſmelted (i. e. the lead is ſeparated from the heterogeneous matter) by furnaces blown by bellows worked by a water-wheel. The quantity of lead obtained from the Derby-ſhire mines is about five or ſix thouſand tuns in a year: there is about the ſame quantity of iron; and about 500 tuns of calamine. Mill-ſtones and grind-ſtones are alſo made in this neighbourhood. A cotton manufactory employs about 200 people here; and ſome are employed in combing wool.

WISBECH, (*Camb. E.*) a well-built town, ſituated in the heart of the fen country, and amidſt a combination of natural and factitious rivers, which are moſtly navigable for veſſels, larger or ſmaller. The town has ſome coaſting veſſels, which carry the corn, butter, &c. of the adjacent country to London and other places, and bring all kinds of neceſſary articles in return, for the ſupply of the great extent of country to which the barges have acceſs by inland navigation.

WITHAM, (*Eſſ. E.*) a neat little town, with a ſhare of the baize manufacture.

WIVENHOE, (*Eſſ. E.*) the harbour of Colcheſter for large veſſels, being about four miles lower on the river. Here the celebrated Colcheſter oyſters are packed in ſmall caſks for carriage or exportation.

WIVELSCOMBE, (*Som. E.*) a thriving town, with manufactures of blankets, coatings, kerſeys, baize, and other coarſe woolen articles.

WOLVERHAMPTON, (*Staff. E.*) a large and proſperous town, has great manufactures in iron, braſs, japanned ware, and toys, executed in gold, ſilver, braſs, mother of pearl, &c. The lock-ſmiths are particularly ſkilful in conſtructing locks, which are exceedingly curious, ſome of them partaking of the nature of clock-work, and of very minute ſize. A great part of the iron-mongery ware is made by the farmers of the adjacent country, and ſold by them to the great manufacturers. In the year 1750 the town contained 7,454 inhabitants, and before the commencement of the war in 1793 they were increaſed to 18,500. Such are the happy effects of perſevering induſtry and ingenuity. Wolverhampton has the advantage of very extenſive communication with moſt parts of England by canals.

The pariſh of Wolverhampton contains a great number of villages, all more or leſs engaged in the ſame branches of manufacture; and among them Willenhall and Bilſton may be noted as the moſt conſiderable.

WOODBRIDGE, (*Suſſ. E.*) a neat little town, ſituated about ten miles above the mouth of the River Deben, which, though it runs but a ſhort courſe, is navigable by veſſels of conſiderable burthen up to the town. It has a convenient quay, and yards for building veſſels, is ranked as a port by the cuſtom-houſe, and has a good number of veſſels, which are employed moſtly in coaſting, and trading to Holland, &c. Great quantities of cheeſe and butter are ſhipped here.

WOODSTOCK, (*Oxf. E.*) a ſmall town, noted for works of ſteel and poliſhed iron, and ſtill more for gloves, which conſtitute the chief buſineſs of the place.

WOOLWICH, (*Kent, E.*) a large town on the Thames, entirely occupied by the royal dock-yard, and other ſtores and works connected with the navy, and inhabited by people employed in the ſeveral departments of building and fitting out ſhips of war. In an adjoining field, called the warren or park, a prodigious quantity of great guns, balls, mortars, bombs, and other artillery, are kept in conſtant readineſs for ſervice.

WORCESTER, the capital of the county of the ſame name, is a large, antient, epiſcopal, city, ſituated on the eaſt ſide of the River Severn, which is navigable thus far by good ſloops, many of them carrying top-ſails, whereof 40 or 50 may be ſeen at a time, whence the city might be ſuppoſed to have a very great trade. The ſale of hops is, however, the principal branch of buſineſs in the place. The woolen manufacture was once very flouriſhing and extenſive here; but now there is

ſcarcely any other manufacture than that of gloves, for which article, I have been told, the makers here receive from eighty to a hundred thouſand pounds a-year.

Workington, (*Cumb. E.*) a town at the mouth of the River Derwent, which forms a tolerable harbour for veſſels, which are employed in carrying coals to Ireland. There is a good ſalmon fiſhery, and ſome ſalt-works, the uſual attendants upon coal. There is an iron foundery upon an extenſive ſcale, with a mill for boring cannon, ſlitting mills, rolling mills, &c. There are alſo manufactures of ſail-cloth and cordage.

Worsted, (*Norf. E.*) a town believed to have given its name to the kind of woolen yarn ſo called, has ſome manufactures of Norwich ſtuffs and hoſiery.

Wotton under Edge, (*Glouc. E.*) a thriving town, with a very conſiderable manufacture of woolen cloth.

Wrinton, (*Som. E.*) a ſmall town, with ſome mines of lapis calaminaris. Teazles, a kind of thiſtles uſed in the woolen manufacture, are cultivated here.

Wrexham, (*Derb. E.*) a conſiderable town, with a good manufacture of flannel in and around it, ſmelting works for lead, and Mr. Wilkinſon's foundery of great guns, &c. at Brymbo near it.

Yarmouth, (*Hamp. E.*) a neat little town of ſtone houſes, near the weſt end of the Iſland of Wight, ſtands at the mouth of a large inlet, which affords good anchorage for large veſſels, and has ſome coaſting trade.

Yarmouth, (*Norf. E.*) a large, regular, and well-built, town, ſituated on a peninſula formed by the ſea and the River Yare, which receives the waters of the Waveney and the Thyrne; and all the three rivers being navigable many miles up the country, this town has the advantage of a good inland navigation. Yarmouth ſtill keeps up its antient reputation as a firſt-rate fiſhing port, its herrings being known and eſteemed all-over the world. The fiſhers alſo proſecute the mackerel fiſhery in the ſeaſon, and the cod fiſhery of the North ſea. The quay here is reckoned one of the fineſt in Europe; and the port is the eighth in England in the quantity of ſhipping, being in that reſpect next to Whitby. Beſides fiſh, the antient ſtaple of the place, which are ſhipped for London, Spain, Portugal, and Italy, great quantities of corn and malt from the adjacent fertile country are ſhipped here for London and other Britiſh ports, and for Holland. The merchants alſo export great quantities of the woolen manufactures of Norwich and the neighbouring country; and they have a conſiderable trade with the Netherlands, Norway, and the Baltic, from which their imports are chiefly timber and naval ſtores for the uſe of their ſhipping. Shipbuilding, and the trades connected with ſhipping and fiſhing, employ the manufacturing induſtry of the place.

Yarum, (*York, N. R.*) a ſmall town on the River Tees, has ſome coaſting trade, chiefly in carrying corn and lead; but much of its buſineſs has been carried to Stockton, which is more conveniently ſituated nearer the mouth of the river.

Yeovil, (*Som. E.*) a conſiderable town on the River Ivel or Yeovil, has a great market for butter, cheeſe, corn, cattle, and hogs. The woolen manufacture, formerly eſtabliſhed here, has decayed; and, in its ſtead, leather gloves have become the ſtaple of the place.

York, an archiepiſcopal city, and a county of itſelf, is ſituated on the Ouſe, which is here a very reſpectable river, though it has not yet received the waters of moſt of its chief tributary ſtreams, and, by the help of a lock below the city, brings up ſea veſſels of about ninety tuns. This antient city, the reſidence of the Roman emperors when in Britain, the metropolis of the great Northumbrian kingdom, and ſtill the capital of the north part of England, has little other trade than retail ſhop-keeping. It is, however, a comfortable reſidence for many of the genteel families of the neighbouring country, who live here for the ſake of moderate expenſe, the education of their children, agreeable company, and the amuſements of plays, aſſemblies, &c. Being alſo an eccleſiaſtical metropolis, and a conſiderable thoroughfare, a good deal of money is circulated in the city independent of trade.

Youghall, (*Cork, I.*) a town conveniently ſituated on the ſpreading mouth of the Blackwater, which forms a good harbour, and is navigable about 15 miles up the country. It contains about 7,000 inhabitants, enjoys a conſiderable ſhare of the proviſion trade, and poſſeſſes more veſſels than any port in Ireland, except Dublin and Cork.

APPENDIX.

	ENGLAND.	SCOTLAND.	GERMANY.	FRANCE.	SPAIN.	PORTUGAL.
			800 *first emperor*, Charlemagne, *k. of France.*			
			814	Louis		
	800 Egbert, *generally called the first monarch.*	843 Keneth, *reckoned the first monarch.*	840 Lothare	841 Charles II	*Spain, including Portugal, was conquered from th*	
	836 Ethelwulf		855 Louis II	878 Louis II	*Romans by the Goths and other nothern nations. I*	
	858 Ethelbald	860 Donald		880 Louis III		
9	860 Ethelbert	864 Conſtantine			*the eighth century the Saracens, or Moors, from Af*	
	866 Ethelred	882 Eth	875	Charles the Bald	*rica got poſſeſſion of the beſt part of it: and unde*	
	872 Alfred	883 Greg	877 Louis III	880 Louis & Caroloman	*their dominion it flouriſhed for ſeveral ages in learn*	
			877	Charles the Fat		
		894 Donald	899 Arnulph	890 Odo	*ing, in arms, arts, manufactures, and commerce, be*	
	900 Edward			900 Charles the Simple		
	925 Athelſtan	904 Conſtantine	902 Louis IV	926 Rudolph	*yond any other country in Europe. The Mooriſh*	
	941 Edmund	944 Malcolm	911 Conrad I	929 Louis IV		
	946 Edred	953 Indulf	919 Henry I		*monarchy was afterwards ſplit into many petty king-*	
	955 Edwic	961 Duff (or Odo)	936 Otto I	956 Lothare		
10	957 Edgar	965 Culen			*doms, which were, one after another, reduced by th*	
	975 Edward	970 Keneth	973 Otto II	986 Louis V		
	978 Ethelred	992 Conſtantine	984 Otto III	988 Hugh Capet	*Chriſtians, who had retired to the northern mountain*	
		993 Keneth Grim		997 Robert		
		1001 Malcolm	1001 Henry II		*of Aſturia, Biſcay, &c.*	
	1016 Edmund Ironſide	1031 Duncan	1024 Conrad II			
	1017 Cnute, *k. of Denm.*	1037 Macbeth	1039 Henry III	1031 Henry I	*About the end of the fif-*	
	1036 Harold	1055 Lulach			*teenth century* Ferdinand	
	1039 Hardacnute	1056 MalcolmKenmor	1056 Henry IV	1060 Philip I	*king of Aragon, by the*	
	1042 Edward Confeſſor	1093 Donald			*marriage of* Iſabella *queen*	
11	1066 Harold	1094 Duncan			*of Caſtile and Leon, and the*	
	1066 William I	1097 Edgar			*conqueſt of Granada from*	
	1086 William II				*the Moors, united all the*	
	1100 Henry I					
					territories now known un-	
	1135 Stephen	1107 Alexander I	1107 Henry V	1109 Louis VI	*der the name of Spain, and*	
		1124 David I	1125 Lothare			
	1154 Henry II	1153 Malcolm IV	1139 Conrad III	1137 Louis VII	*was, properly ſpeaking, the*	
12		1165 William	1152 Frederic Barbaroſſa			
	1189 Richard I			1180 Philip II	*firſt king of that country.*	
					He died in 1516.	
	1199 John		1191 Henry VI			
	1216 Henry III	1214 Alexander II	1209 Otto IV			
			1220 Frederic II	1223 Louis VIII		
		1249 Alexander III	1250 Conrad IV	1226 Louis IX		
13	1272 Edward I			1270 Philip III		
		1286 Margaret	1273 Rudolph	1285 Philip IV		
		1292 John de Balliol	1292 Adolph			
			1298 Albert I			
	1307 Edward II	1306 Robert de Brus	1308 Henry VII	1313 Louis X		
			1314 Louis V	1314 Philip V		*In the hiſtory o*
	1326 Edward III	1329 David II		1320 Charles IV		*Portugal nothing*
			1346 Charles IV	1327 Philip VI		*very memorable o*
14				1349 John		*important occurs be-*
	1377 Richard II	1371 Robert Stewart	1376 Wenceſlaus	1363 Charles V		*fore the reign of*
	1399 Henry IV	1390 Robert III	1400 Rupert	1380 Charles VI		1383 John I
	1412 Henry V	1406 James I	1411 Sigiſmund	1422 Charles VII		
	1422 Henry VI	1437 James II	1438 Albert II			1433 Edward
			1440 Frederic III			1438 Alphonſo V
15	1460 Edward IV	1460 James III		1460 Louis XI		
	1483 Edward V					
	1483 Richard III	1488 James IV	1493 Maximilian I	1483 Charles VIII		
	1485 Henry VII			1497 Louis XII		1481 John II
	1509 Henry VIII	1513 James V	1519 Charles V (*k. of Spain*)	1514 Francis I		1495 Emanuel
					1516 Charles I (*emperor of Germany.*)	1521 John III
	1547 Edward VI	1542 Mary				1557 Sebaſtian
16	1553 Mary					1578 Henry
	1558 Elizabeth			1546 Henry II		1580 Antonio
			1558 Ferdinand	1559 Francis II		
			1564 Maximilian II	1560 Charles IX	1556 Philip II	1580 Philip (*k. of Spain.*)
		James VI	1576 Rudolph II	1574 Henry III		
				1589 Henry IV		
	1603	James I (*and VI of Scotland.*)	1611 Mathias	1610 Louis XIII	1598 Philip III	
	1625	Charles I	1618 Ferdinand II			
	1649	Charles II	1636 Ferdinand III		1621 Philip IV	
17	1685	James II		1643 Louis XIV		
	1688	William and Mary	1656 Leopold I		1665 Charles II	1640 John IV
						1656 Alphonſo VI
						1683 Pedro
	1702	Anne			1700 Philip V	
	1714	George I	1705 Joſeph I			
	1727	George II	1711 Charles VI	1715 Louis XV		
			1740 Charles VII			1706 John V
			1745 Francis		1746 Ferdinand VI	
18	1760	George III	1765 Joſeph II			1750 Joſeph
			1790 Leopold II			1777 Maria
			1792 Francis II	1774 Louis XVI	1759 Charles III	
				1793 France became a republic.	1788 Charles IV	

N. B. In this table the years begin on the first day of January.

The early chronology of these northern kingdoms is very obscure, and is moreover of no consequence in commercial history.

DENMARK.

The Daniſh hiſtory is very uncertain till the reign of

Swein, *who invaded England.*

1015 Cnute (*k. of England.*)
1036 Hardacnute
1042 Magnus
1048 Swein II
1074 Harold
1080 Cnute
1086 Olaf
1097 Eric III

1106 Nicolas

1135 Eric IV
1139 Eric V
1147 Swein III
1157 Waldemar
1182 Cnute
1203 Waldemar II

1241 Eric VI
1250 Abel
1252 Chriſtopher
1259 Eric VII
1286 Eric VIII
1320 Chriſtopher II

1340 Waldemar III

1376 Olaf

1387 Margaret
1412 Eric IX
1439 Chriſtopher III
1448 Chriſtiern I

1481 John

1513 Chriſtiern II
1523 Frederick I

1533 Chriſtiern III

1559 Frederick II
1588 Chriſtiern IV

1648 Frederick III

1670 Chriſtiern V

1699 Frederick IV

1730 Chriſtiern VI

1746 Frederick V

1766 Chriſtiern VII

NORWAY.

The firſt king of Norway was
Harold Harfagr
Eric Blodox
Hakon I
Harold II

Olaf I

1014 Olaf II
1035 Magnus I
1047 Harold II
1067 Olaf III
1093 Magnus II

1103 Sigurd
1130 Magnus III
1135 Harold IV
1136 Sigurd, Ingi, Eyſtein
1161 Hakon II
1162 Magnus IV
1177 Swerir
1202 Hakon III
1204 Guthorm
1225 Ingi II
1217 Hakon IV
1263 Magnus V
1280 Eric II
1299 Hakon V
1319 Magnus VI

1374 Hakon VI

1381 Olaf IV (*k. of Denm.*)

SWEDEN.

The chronology of Sweden may be ſaid to begin with

1150 Eric IX
1162 Charles VII
1168 Cnute
1192 Swetcher III
1210 Eric X
1220 John
1223 Eric XI
1250 Waldemar

1279 Magnus I
1290 Birger II
1319 Magnus II

1354 Albert

1523 Guſtavus

1559 Eric XIV

1568 John III
1592 Sigiſmund
1604 Charles IX
1611 Guſtavus Adolphus
1633 Chriſtina
1654 Charles X
1666 Charles XI

1697 Charles XII

1719 Frederick I

1751 Adolphus Frederick

1771 Guſtavus III
1792 Guſtavus IV

RUSSIA.

Ruſſia was ſubject to the Tatars (or Tartars) from the year 1237 to 1486, when it was delivered from their yoke by

1450 Iwan Baſilowitz

1506 Baſil IV

1534 Iwan IV

1584 Theodore I
1598 Boris
1606 Baſil Schuis
1610 Michael

1645 Alexis

1676 Theodore II
1682 Peter I

1725 Catharine I
1727 Peter II
1730 Anne
1741 Iwan V
1741 Elizabeth
1762 Peter III
1762 Catharine II
1796 Paul
1801 Alexander

POLAND.

The firſt who had the title of king in Poland was

999 Boleſlaus

1025 Miciſlaus

1041 Caſimir I

1058 Boleſlaus II

1082 Uladiſlaus I

1103 Boleſlaus III
1139 Uladiſlaus II
1146 Boleſlaus IV
1174 Miciſlaus III
1178 Caſimir II

1194 Leſcus V

1226 Boleſlaus V

1279 Leſcus VI
1291 Premiſlaus
1292 Uladiſlaus III

1333 Caſimir III

1370 Louis

1386 Uladiſlaus IV

1434 Uladiſlaus V
1445 Caſimir IV

1492 John Albert
1501 Alexander
1506 Sigiſmund

1548 Sigiſmund Auguſtus
1574 Henry
1575 Stephen
1587 Sigiſmund III (*k. of Sweden.*)

1632 Uladiſlaus VI

1647 Caſimir V

1670 Michael
1673 Sobieſki
1697 Frederick Auguſt.
1704 Staniſlaus

1733 Frederick III

1764 Staniſlaus II
1795 Poland was divided between Auſtria, Ruſſia, and Pruſſia.

EASTERN EMPIRE.

802 Nicephorus I
811 Stauracius
811 Michael I
813 Leo V
820 Michael II
829 Theophilus
842 Michael III
867 Baſil I
886 Leo VI

911 Alexander
919 Romanus I

945 Conſtantine VII
959 Romanus II
963 Nicephorus II
969 John Zimiſces
976 Baſil II
1025 Conſtantine IX
1028 Romanus III
1034 Michael IV
1041 Michael V
1042 Conſtantine X
1054 Theodora
1056 Michael VI
1057 Iſaac I Comnenus
1059 Conſtantine XI
1067 Romanus III
1071 Michael VII, &c.
1078 Nicephorus III
1081 Alexius I Comnenus
1118 John
1143 Manuel

1181 Alexius II
1183 Andronicus I
1185 Iſaac II
1195 Alexius III Angelus
1204 Baldwin I
1206 Henry
1217 Peter of Courtenay
1221 Robert
1228 Baldwin II
1261 Michael Palæologus
1282 Andronicus the elder

1332 Andronicus the younger
1341 John Palæologus

1391 Manuel
1425 John Palæologus II
1448 Conſtantine

Ottoman emperors.

1453 Mohamet II

1481 Bajazet II
1512 Selim

1520 Solyman II

1566 Selim II
1574 Amurath III

1595 Mohamet III

1603 Achmet
1617 Muſtapha
1618 Othman II
1623 Amurath IV
1640 Ibrahim
1649 Mohamet IV

1687 Solyman III
1691 Achmet II
1695 Muſtapha II
1703 Achmet III

1730 Mohamet V

1754 Othman III
1757 Muſtapha III
1774 Abdul Achmet
1789 Selim III

A TABLE showing at one view, how many pounds, shillings, and pennies, have been coined out of a pound of silver at different times in

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Whatever the division of money may have been in England in the Anglo-Saxon times, there is no doubt that it has been the same ever since the reign of William the Conqueror as at present, viz. twelve pennies in a shilling, which never was a real coin till the year 1504, and twenty shillings in a pound, which, though not a real coin, was a real pound, containing twelve ounces of standard silver, till the reign of Edward I, from which period the weight of the nominal pound has gradually been diminished, till it is now about one third of what it originally was.

IN ENGLAND.

	Fine silver. oz.	dwt.	Alloy. oz.	dwt.	£.	s.	d.
Before A.D. 1300 a pound of standard silver contained *	11	2	0	18	1	0	0
1300 . . 28 Edw. I	11	2	0	18	1	0	3
1344 . . 18 Edw. III	11	2	0	18	1	2	2
1346 . . 20 Edw. III	11	2	0	18	1	2	6
1353 . . 27 Edw. III	11	2	0	18	1	5	0
1412 . . 13 Hen. IV	11	2	0	18	1	10	0
1464 . . 4 Edw. IV	11	2	0	18	1	17	6
1527 . . 18 Hen. VIII	11	2	0	18	2	5	0
1543 . . 34 Hen. VIII	10	0	2	0	2	8	0
1545 . . 36 Hen. VIII	6	0	6	0	2	8	0
1546 . . 37 Hen. VIII	4	0	8	0	2	8	0
1549 . . 3 Edw. VI	6	0	6	0	3	12	0
1551† . . 5 Edw. VI	3	0	9	0	3	12	0
1551, end of, 1552 6 Edw. VI	11	1	0	19	3	0	0
1553 . . 1 Mary	11	0	1	0	3	0	0
1560 . . 2 Eliz.	11	2	0	18	3	0	0
1601 . . 43 Eliz.	11	2	0	18	3	2	0

and so the money continues to this present time.

N. B. These rates of English money are taken by Mr. Folkes from the indentures made with the masters of the mint, and consequently may be depended on as authentic.

* During the reign of Stephen almost every baron assumed the prerogative of coining, and there was of course much bad money, and much confusion in money transactions, till Henry II coined a sufficient quantity of good money, and prohibited the circulation of the bad.

† In this lowest depretiation of the English money the value of the nominal pound sterling was only 4/7¾ of modern money. The money was at this time in such a state of confusion and fluctuation that the sellers scarcely ever knew what value they were to receive for their goods. Some entries respecting the money about this time in King Edward's Journal are unintelligible.

A GENERAL

CHRONOLOGICAL INDEX.

The numbers prefixed are the dates. The addition of * ſignifies that the date is ſo many years before the Chriſtian æra; § that the date is unknown; and || that the event happened near the date affixed, or continued for ſome time before and after it.

Of the ſubjoined numbers, the Roman numerals indicate the volumes, and the Arabic ones the pages.

Some few contractions, uſed to ſave room, will, it is preſumed, need no explanation.

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